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street

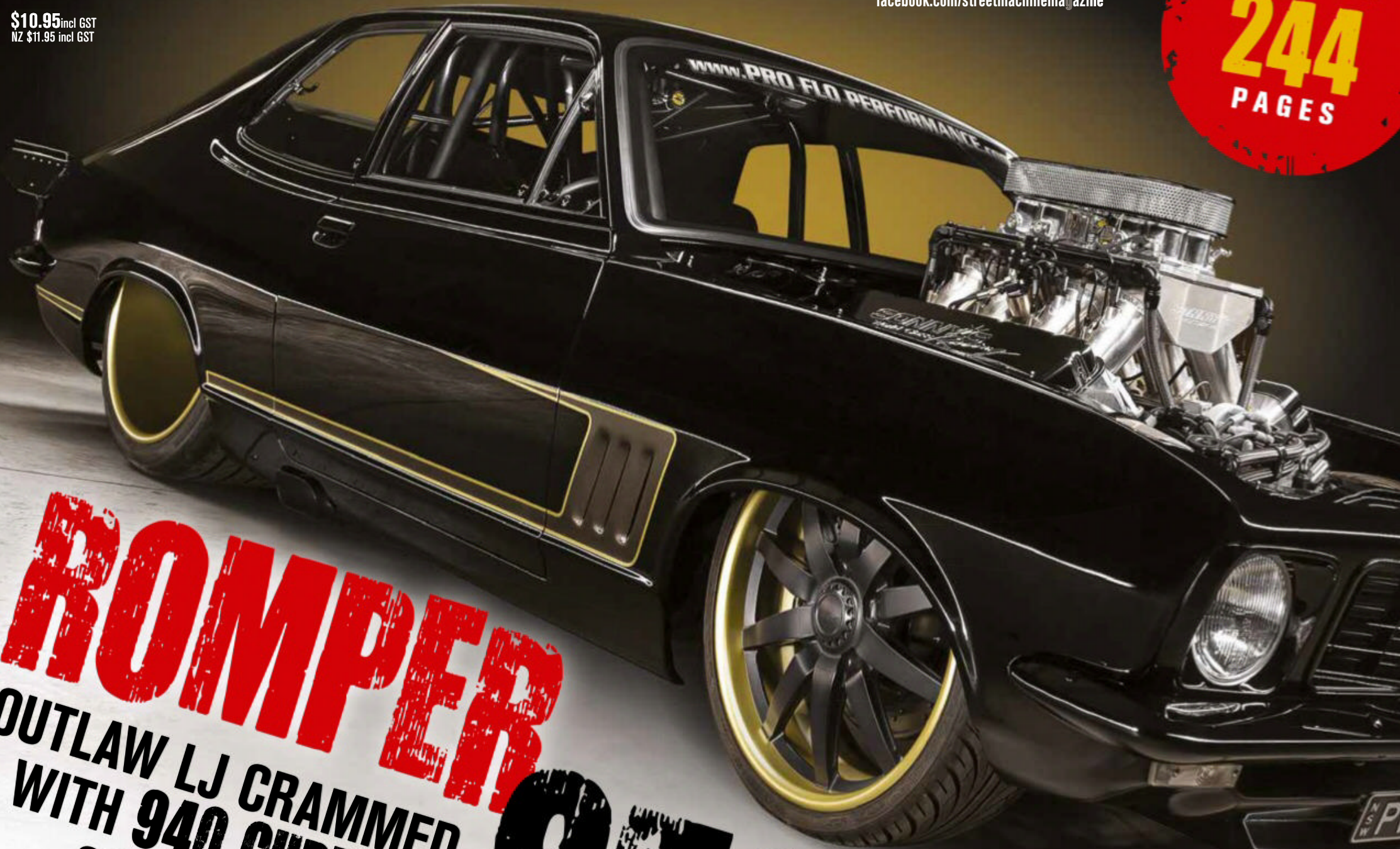
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FEBRUARY 2020

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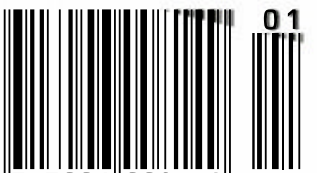
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PROJECT

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A man, Craig Lowndes, stands in a garage with his hands in his pockets. He is wearing a dark blue polo shirt with 'ACDelco' and 'Holden Monaro' logos, and dark trousers. To his left is a bright blue Holden Monaro. The background features framed posters: one for 'HOLDEN V8 NEWS CONGRATULATIONS CRAIG LOWNDES 100 ATCC/V8 SUPERCARS RACE WINS', another for 'LEGENDARY.' featuring a red Monaro, and a third for 'CARS KING'. A shelf with various items, including a Meguiar's product, is visible behind him.

WATCH THE FULL BUILD

Watch the complete build of Project Monaro with Lowndesy on YouTube @HoldenAustralia



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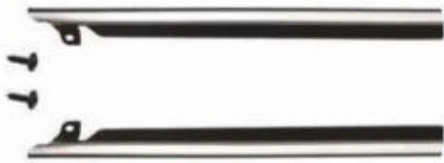


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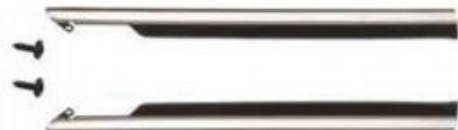
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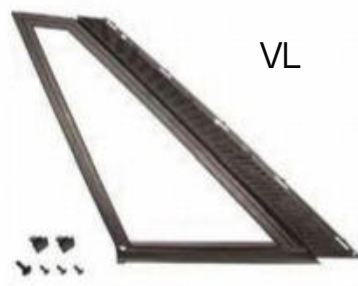
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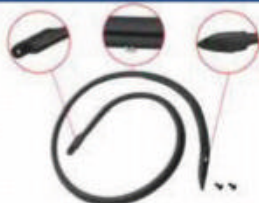
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TELFO

SIMON TELFORD

HOW was Summernats? It's a question I field multiple times in the days and weeks after each year's instalment of Australia's biggest horsepower party, but this year the query had an extra edge. And fair enough – large parts of the country were dealing with appalling bushfires and it was widely reported that Canberra had the worst air quality in the world on the Thursday of the event. Temperatures hit an all-time record for the city of 44 degrees on the Saturday – how would over 2000 entrants and some 100,000 punters over four days cope in those conditions?

As it turns out, incredibly well. The *Street Machine* Summernats team had been preparing for months to mitigate the heat, erecting new shade structures throughout the site and bringing in extra misting fans

pad is the hardest gig at the 'Nats," says Geoff. "On Saturday afternoon, the ambient temperatures on the track were around 69-70 degrees. The fire crew would have to be the toughest in Australia."

The crew are a mix of motorsport-trained volunteers from all over Australia and – incredibly – RFS personnel on their days off!

"The RFS guys came from working on the frontline of the fires, and instead of going home to relax, have come to Summernats to make sure the show can go on for the entrants and the fans," says Geoff. "While the burnouts are on, the fire crew have to be in full suits. So I look for any short break I can give them to take some gear off and get some water into them."

Besides the fire crew, there are a bunch of other folks who work hard on the pad. Things have changed a lot in the past few years, with

THE AMBIENT TEMPERATURES ON THE PAD WERE AROUND 69-70 DEGREES. THE SUMMERNATS FIRE CREW WOULD HAVE TO BE THE TOUGHEST IN AUSTRALIA

to help cool down overheated humans. They gave away countless bottles of water and reminded everyone to take it easy and get out of the sun as often as possible. And they brought in one of Australia's largest inflatable waterslides – the Log Jammer – for folks to cool down in, charging a gold coin donation, with proceeds going to the RFS.

There is no doubt it was hard yakka just getting around in the constant pall of smoke, and anyone running a cranky streeter at the event had their work cut out for them. Just ask Kian and Scotty! Despite all that, every entrant, punter, Summernats staffer and *SM* team member that I spoke to was stoked by the end of the weekend. We had a ball!

The hardest-working crew at the event was undoubtedly on the burnout track. Geoff Holder runs the pad these days – taking over from his old man – and has been working there for 22 years. "Working on the

the aim of keeping everyone safe.

"As the cars approach the startline, we conduct pre-scrutineering checks, looking for things like blower guards and wheel weights," says Geoff. "We also check that any passengers have their wristbands on, and then the car comes up to the boomgate, where we do final checks on seatbelts and helmets. Then the starter moves them onto the pad and it's game on! After the skid, the recovery team removes debris and the car itself if need be, and we do a final check in the cool-down zone once they are off the pad to make sure there is no lingering fire."

Geoff's crew had a lot of new faces this year, but with months of planning, things went off without a hitch. "The way the crew stood up in the conditions we had was amazing; I couldn't be prouder," he says. "A lot of them are volunteers, and they do it for the love of the sport." ■



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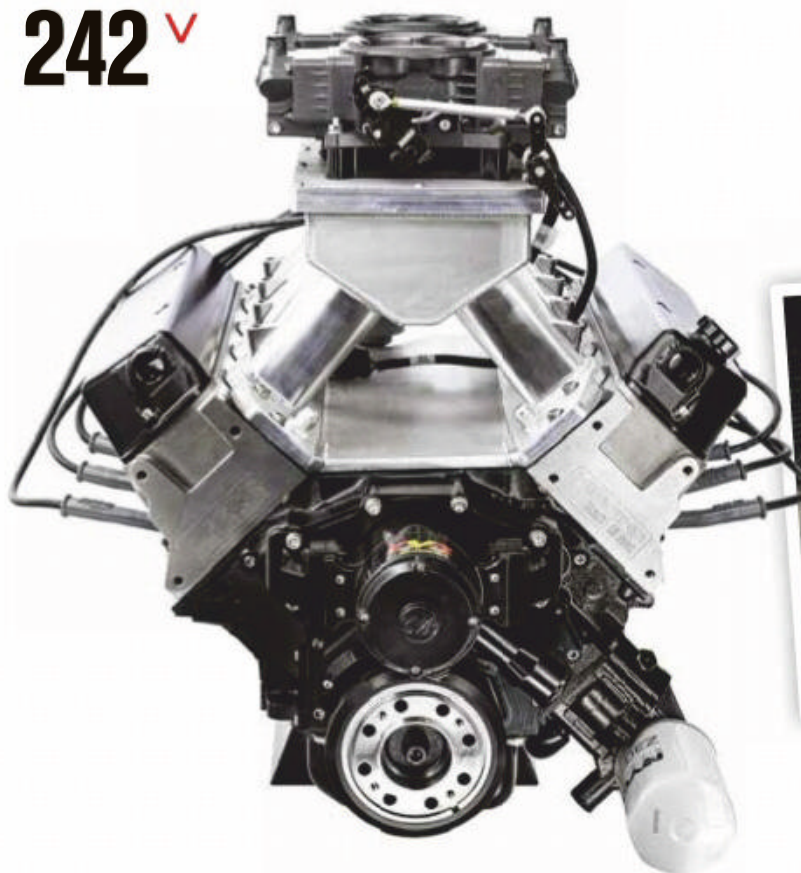
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RUMBLE BEE

Tough stance and a blown Mopar small-block make Keith Fabian's VG coupe a staunch streeter

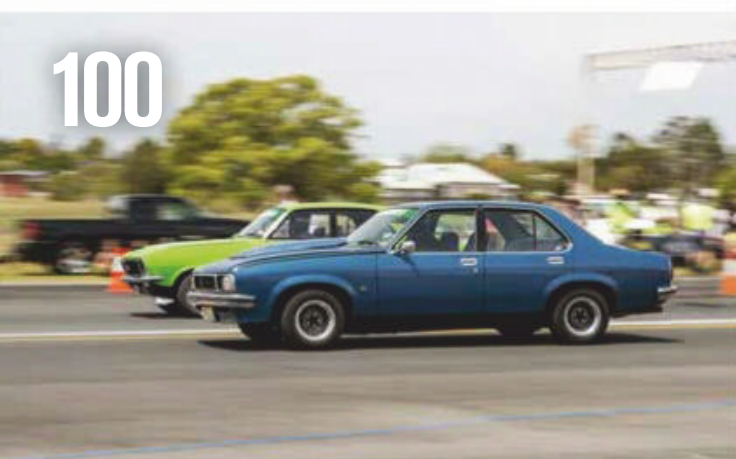
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HISTORY REPEATING

One of Australia's most historically significant drag cars has been brought back to life



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SIZE MATTERS

If you think that 1600hp of gargantuan 940ci aspirated mountain motor crammed into an LJ Torana seems excessive, then you best not arm the nitrous!



< 044

BOSS BABY

Cosworths are cute and all, but blown and injected V8-powered Escorts are definitely the way forward

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Know of many 77-year-olds running eights in their shed-built cars? Didn't think so



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Kids these days! All they're interested in is building 450whp, carby-fed, stick-shifted street cars...



Street MACHINE

EDITOR

Simon Telford

LIGHTNING MCSCOTTY

Scott Taylor

ART

Leah Gionis, Povi Pullinen

FEATURES EDITOR

Andrew Broadley

SUB-EDITORS

Brett Collingwood, Matt Reekie, Jenny Valentish

WEB MASTERS

Mary Lee, Tim Kennington, Jade Pummeroy

CARNAGE CO-PILOT

Kian Heagney

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Mark Arblaster, Chad Atkinson, Troy Barker, Tim Bartrop, Victor Bray, Keith Burgan, Carly Dale, Ed Day, John Doig, Nathan Duff, Trevor Edmond, Matthew Everingham, Peter Flint, Kian Heagney, Mitch Hemming, Ben Hosking, Luke Hunter, Jack Houlihan, Nathan Jacobs, Kevin Johns, Iain Kelly, Bob Kotmel, Sean Lander, Jordan Leist, Simon Major, Shawn McCann, Tim McCormack, Tas McMillan, Craig Parker, Nathan Ponchard, Michelle Porobic, Shaun Tanner, Chris Thorogood, Steve Titcumb, Toast Graphics, Glenn Torrens, Noel Tuckey, Boris Viskovic, Ashleigh Wilson

COVER SHOT

Ben Hosking

COMMERCIAL CONTENT DIRECTOR

Matthew Rice

(02) 9263 9706, mrice@bauer-media.com.au

NSW SALES MANAGER

Joseph Lenthall

(02) 8114 9421, jlenthall@bauer-media.com.au

VICTORIAN SALES MANAGER

Kim Simonsen

(03) 9567 4311

QUEENSLAND SALES MANAGER

Todd Anderson

0409 630 733

SOUTH AUSTRALIAN SALES MANAGER

Nick Lenthall

0439 485 835, nick.lenthall@bauertrader.com.au

AGENCY SALES MANAGER - NSW

Max Kolomiiets

(02) 8275 6486, max.kolomiiets@bauertrader.com.au

AGENCY SALES MANAGER - VIC/SA

Adrian Smith

0408 337 004, adrian.smith@bauertrader.com.au

ADVERTISING PRODUCTION

Karyssa Arendt

karyssa.arendt@bauertrader.com.au

PRODUCTION SERVICES

Di McLarty

MARKETING LEGENDS

Rachel Nixon, Emily Mortale

CIRCULATION MANAGER

Stuart Jones

NUMBER CRUNCHER

Cain Murphy

WHICHCAR NETWORK CONTENT DIRECTOR

Glenn Butler

BRAND CONTENT DIRECTOR

Simon Telford

GENERAL MANAGER PUBLISHING

Terry King

BAUER MEDIA CEO

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COYOTE V8 POWER FOR RANGER RAPTOR

> FORD'S FLAGSHIP RANGER IS ABOUT TO GET WHAT IT ALWAYS DESERVED: V8 GRUNT



WE'VE been fortunate enough to nab the keys to a number of Ranger Raptors in the past couple of years, and we can confirm they're beaut things. The flagship model of one of the bestselling utes on the market has the looks and off-road ability expected of the Raptor nameplate, but there's always been one major problem with it: guts.

While Ford Australia went to town redesigning the Ranger for Raptor duty, with chassis upgrades, raised suspension, Fox Racing shocks, a specific Baja off-roading

mode, bigger wheels and tyres, and even a mean widebody, they neglected to bump up the power. The Raptor got stuck with the same 210hp, twin-turbo 2.0L diesel four-banger and 10-speed auto that the rest of the Ranger utes are slung with. While that may be fine for commuting to the local building site, it doesn't exactly live up to the Raptor reputation we've come to expect from its beefy US cousins.

Thankfully, it seems prayers for more grunt have finally been answered. Our sister publication, *Wheels* magazine, broke the news that Raptors will soon be available with

the stonking 5.0L, 454hp Coyote V8 from the current-gen Mustang. Given Mustangs are already running a similar 10-speed auto to that fitted to the Raptor's diesel donk, we expect engineering efforts will be focused mainly in the engine bay.

The Raptors will be available through Ford dealers, but Ford itself won't be undertaking the conversions. Instead, a local engineering firm will handle the job, but exactly which one is unconfirmed. Tickford, Premcar or perhaps even HSV?

Word on the street is that it won't be Herrod Performance, which has started to



NO GO
WORD is that the Coyote V8 will fit neatly under the Ranger Raptor's bonnet and won't score the ballsy bonnet bulge pictured here. Badgework and big pipes will let everyone know you've gone for the bent-eight option.

LAST HURRAH
THE timing of the V8 Raptor's release is awkward, given an all-new Ranger is expected to be launched in 2021. According to *Wheels*, the new Ranger will also sport a pair of petrol and diesel force-fed V6s, to replace the current four- and five-cylinder diesel mills. With no word on a new Ranger Raptor as yet, there's a good chance that the (by then) older V8 Raptor will be sold alongside the newer variants.

build special-edition R-Spec Mustangs inside Ford's old Broadmeadows assembly plant. Under Ford's supervision, the Herrod team are taking 500 lucky Mustang GTs and converting them into 500kW supercharged monsters, to also be sold through local Ford dealers with full warranty.

The price tag on the V8 Raptor is still up in the air, but with current Raptor pricing starting at \$75K, the V8 version is tipped to hit six figures. No release date has been shared either, but the *Wheels* guys are expecting a late 2020 birth for the V8 Raptor. With pricing of that level, it'll more than likely have to battle it out with the

hugely successful Hemi-powered Dodge Ram and the inbound Chevy 1500 Silverado for the well-heeled tradie dollar.

While Holden has been struggling to keep itself afloat after the end of local manufacturing – and has finally been forced to put the Commodore to rest – Ford hasn't turned its back on the performance hunger of the Aussie car enthusiast. With locally engineered supercharged Mustangs in the build, as well as V8 Raptor utes brewing to plug the hole left by the extinct HSV Maloo and FPV performance utes, there could still be hope on the horizon for the Australian performance car industry. 🛠️

> HOT GOSSIP

SMOTY PARTY

THE *SM* crew kicked off the New Year in style at the annual Valvoline SMOTY shindig. Held on the Thursday night of the 'Nats, it was a prime opportunity for a chinwag and a few frosty ones with the industry's movers and shakers. Most importantly, we officially bestowed the honour of Street Machine Of The Year upon Matthew Morgillo and his killer HQ Statesman, and handed over a \$20,000 cheque from our besties at Valvoline. Check out all the frivolity on page 174 of this issue.



BROCKING FOR A CAUSE

WINNING a freshly completed VL Brock tribute would no doubt be a pretty swell feeling, but what'd be even better is knowing the money raised went to a good cause. The team and inmates at June Correctional Centre have again built a quality street machine and raffled it off for charity, this time Country Hope, which cares for country kids suffering from cancer. A massive \$64,000 was raised, and the car looks great. Congratulations to all involved, especially Wagga couple Fiona and Rory Dawson, who were lucky enough to win the thing!



NEXT!

SUMMERNATS never fails to unearth hot new metal, and rolling on from the mind-bendingly tough mountain-motored Torana on the cover of this very issue, we're going to keep the Summernats 33 debutants rolling in the March issue of *Street Machine*, with Kevin Mantach's oh-so wild '50 Chev skid car. We'll also bring you a double feature on a pair of killer Ford coupes, along with a blown HK Holden, a tough-as-hell Walky replica, and a turbo V8 XR Falcon to name but a few. We'll head west for Motorvation, then hop a plane across the ditch for Muscle Car Madness in the Land of the Long White Cloud. Plus we'll have all your favourite regulars and oodles of tech to boot! The March issue of *Street Machine* is on sale 27 February. Get yours then!



NEWS FRONT

FEBRUARY 2020: ALL THE NEWS THAT MATTERS
STORY CARLY DALE PHOTOS TOAST GRAPHICS



GREEN LIGHT

> JASMINE GREEN WINS THE 2020 LAURIE STARLING SCHOLARSHIP

AT THIS year's Valvoline SMOTY VIP party (see page 174 for the full story), the 2020 Laurie Starling Scholarship for Innovation and Excellence in Automotive Fabrication was awarded to the motivated and talented Jasmine 'Jazzy' Green. Given what the 25-year-old mini-truck enthusiast has already achieved while working from her back shed, we can't wait to see how her talent grows throughout the scholarship.

Jazzy not only fabricates metal panels from scratch, but she has also turned her hand to spray painting, mechanical and electrical. "The only thing I don't know how to do is trim," Jazzy says. "I love metal – that's my favourite – but I want to learn motor trimming, as it's a new field."

It's all part of Jazzy's larger plan: "My partner Michael has started Woza's Fabrication, so I'd like to partner in business with him while bringing my own skills as a trimmer. Then together we can do full car builds."

The barista was stoked to hear she'd won the generous \$4000 Laurie Starling Scholarship, which she plans to put towards paying for a trimming course. "I found out two weeks before Summernats, when I got a call from Rob Starling, though I couldn't tell anyone that I got it. I was pretty happy!"

Jazzy's substantial skill-set has seen her home-building a 'bagged, LS1-powered '91 Toyota HiLux mini-truck over the past six years. "I've learned most things by asking questions to all of my friends in the car community – everyone is really helpful," she says.

"I plan to finish the HiLux by the end of the year; it now needs to be signed off for the engineer's certificate," she continues. "Once the welding is signed off, the bare-metal chassis can be pulled apart for powdercoating. Then it's on to the interior, which I'll soon learn how to do. It'll be a dark brown, and I'd like to combine metal into it, too." ■



Building a car in her home shed on a barista's wage is a tough way to go about it, but Jasmine (pictured above with Summernats founder Chic Henry) isn't scared of hard work to achieve her dreams. "On a trip to the USA in 2018, I called into a Texan wrecking yard and got them to cut the wide guards off an American Toyota Tacoma ute," she says. "I then found someone with an angle grinder at the Scrapin' The Coast mini-truck show I was going to in Mississippi, and I cut the parts up so they fit in my suitcase. Once I got home, I welded them back together and then welded them all into my truck"



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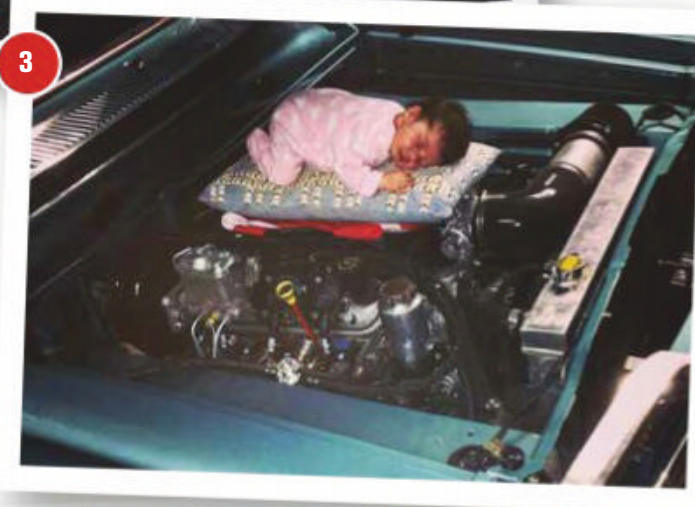
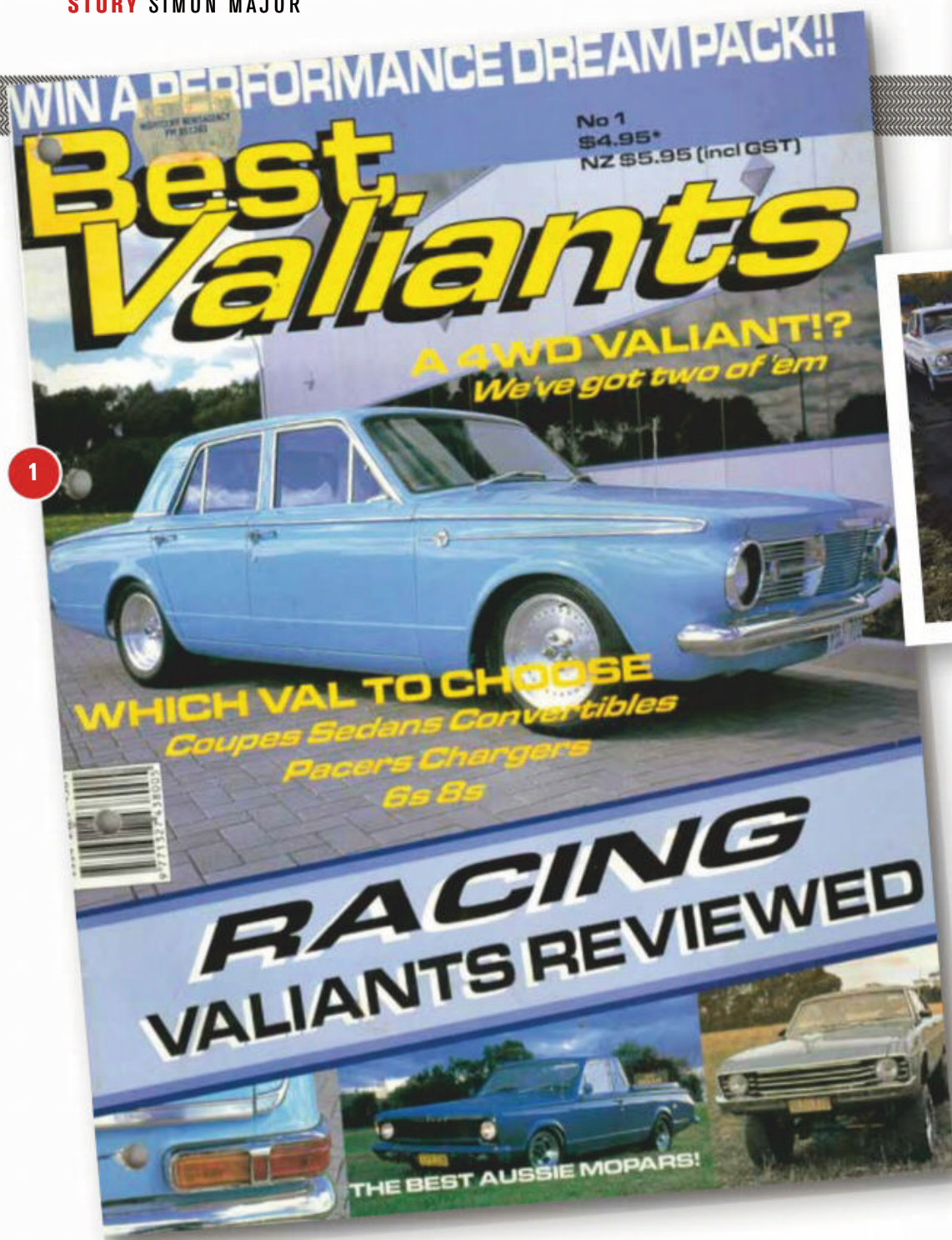
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JEREMY SCHOCH

> BRISBANE, QUEENSLAND

JEREMY Schoch's AP6 Valiant addiction started 20 years ago when the Brisbanite was 19. In a scene straight out of *He Died With a Felafel in His Hand*, there was a magazine nestled on the bachelor-pad coffee table amongst the 45 empties and stack of 50 pizza boxes that had an AP6 on the cover. "I just loved the shape and had to have one," Jeremy says. "Most of the other young enthusiasts at the time were doing up Commodores and Falcons, but I like to stand out from the crowd." He's now owned over 20 AP6s, and it's even rubbed off on his brother Adrian, who can lay claim to a sedan and 'Canadian' wagon of his own.

01: THE AP6 that started it all. Bruce Clavell's beautiful blue AP6 sedan was the cover car for *Best Valiants* in the late 90s and a superb build for the time. Clad in Auto Drags and running a stout small-block, Bruce's AP left a lasting impression on a teenage Jeremy, and was the catalyst for his obsession to date. Bruce still owns the car nowadays, but has upped the ante with a tough blown small-block combo!

02: "I BOUGHT my first AP6 in 1997," says Jeremy. "It was a 1965 Regal that came complete with hail damage and a rat infestation, and the slant engine had dropped a piston. So yeah, it was a real mess. I busted my arse as an apprentice chef to fund a full rebuild, which included new paint in gunmetal grey, and a fresh slant-six running a street cam and 350 Holley." Jeremy's Regal even scored a Readers' Rockets spot (*SM*, Mar '02).

03: AFTER more than a decade as Jeremy's daily driver and dirt-track ride, the grey AP6 Regal was succumbing to the elements, which took their toll on the body, paint and trusty slant-six. "I was keen to build another V8, but as I already had my factory AP6 V8 sedan I decided to go the anti-purist route and swap out the slant for an LS." With help from fellow LS-into-AP6 aficionado and good mate Scott Gardner, Jeremy got busy dropping in a 5.3-litre LS backed by a 4L60E and disc-braked, LSD-equipped BorgWarner diff. The gunmetal-grey hue made way for a lick of medium turquoise with a white roof, and widened 15-inch Dodge

Phoenix rims running later Valiant V8 hubcaps. "That's my youngest daughter, Skylah, nestled on the intake, pictured at just two weeks old. You have to start them young you know," Jeremy laughs.

04: JEREMY'S 1966 AP6 factory V8 sedan is believed to be veteran drag racer Jim Reed's old personal drive and push car for his Reed's Trucking altered back in the day. Now it's running a 318 and 904 combo plucked from a '68 Dodge Charger, and Jeremy would love to find a 340 small-block matched to a 727 to make it a real old-timey build. "I bought this after making a drunken phone call one night. No regrets!" he laughs.

05: "MY 1965 AP6 ute was floating around in the Brisbane floods of 2011 not long after I picked it up," says Jeremy. "It had mini-tubs, plenty of patina and a modified tailgate, and the plan was to build it as a nostalgia gasser with an I-beam front, hot slant-six and a 904 auto. I got sidetracked with life and other projects, so sold it on in 2016. It lived at



8



Archer Falls for a while, the best place to have fun in the mud."

06: AS ONE of only four ever made, this 1966 AP6 ambulance is a rare bit of gear, and featured in the 1996 Colin Friels movie, *Mr Reliable*. "A good mate told me about the ex-Gympie ambulance parked up in a lean-to. It wasn't for sale, but thankfully I was able to take a look and grab the owner's contact number. I basically kept harassing him every six months for the next few years before I'd finally had enough and laid some decent cash on the table." Jeremy returned the ambulance to street use with a fresh slant-six for power and drove the living shit out of it at Willowbank, the Warwick eighth, Queensland Raceway and the Asphalt Demons dirt drags. "With a growing family, I began to cull the fleet in 2019 and sold the ambulance to a Mopar fanatic in the States. He just loves our AP6s and made it a must-have for his collection."

07: "I WAS wanting to complete the set by having one of every body style in the AP6

range," Jeremy says. "I bought a mint wagon that had unfortunately copped a rear hit, but it was going to cost too much to repair so I stripped it out and kept all of the bits. I hit up a mate, Joel, about his own wagon project that had stalled, and thankfully he let her go. I chucked in a hot slant running a four-barrel, along with plenty of parts from the wrecked wagon, and got her back on the road. One day, someone posted a wanted ad seeking a beige AP6 wagon to use in a movie. I was sceptical at first, thinking it was a scam, but no – it made an appearance in *Swinging Safari*, starring Kylie Minogue and Guy Pearce. It ran the eighth-mile drags at Warwick, cut some laps around Queensland Raceway and made it down to Chryslers On The Murray at Albury-Wodonga for their 'Spotlight on AP6' year. Unfortunately, it snapped the crankshaft an hour into the drive home, so I sold it. It's now back on the road and cutting hot laps of the Sunshine Coast."

08: RENOWNED artist Aden Jacobi is no stranger to readers of *SM* and *SM Hot Rod*, and Jeremy has been lucky enough to have his

cars immortalised in two pieces of Aden's work. "I look after catering at the Archer Falls Airfield, which was home to the Asphalt Demons Invitational and other dirt-based events," Jeremy says. "I have a great working relationship with the property owner, Ron Field, and also Aden, who I've known for many years."

09: AT THE height of Jeremy's AP6 obsession, he had every body style accounted for – factory offerings and the custom-build ambulance, of course – but other priorities in life, plus the desire to simplify the maintenance regime, has seen him pare back the collection to just two: a white AP6 V8 sedan, and his first Regal, now running LS power. "I'm keeping a half-keen eye out for a factory V8 Safari wagon, but they're that rare that I should be commitment-proof for a while yet," he says. In the meantime, Jeremy is happy to keep wheeling and dealing in AP6 bits, and runs the 'AP6 Valiants Only' Facebook page. "I am just lucky I have a very supportive and understanding wife, Kat, and two great mates in Mark Knowles and Scott Gardner, who I can't thank enough for all of their help."

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Bathurst 12 Hour, Mt Panorama Circuit.
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31 JAN-02 FEB, MORUYA, NSW
South Coast Nostalgia Hot Rod &
Custom Run, Riverbreeze Holiday
Park. Call Lee 0419 845 890 or email
southcoastnats@bigpond.com.

01 FEB, KANIVA, VIC
Car & Bike Show, Kaniva
Recreation Reserve. Email
kanivacarbikeshow@outlook.com.

02 FEB, SWANPOOL, VIC
Swanpool Motor Festival, Albert Heaney
Oval, 2426 Midland Hwy. Call Ross 0417
351 304 or email rcoles49@gmail.com.

02 FEB, BACCHUS MARSH, VIC
David Calleja Memorial Show,
Maddingley Park. Call Nadine pm 0431
444 920 or email nadineh@djhs.org.au.

02 FEB, BERKELEY, NSW
Autorama Illawarra Car & Bike Charity
Show, East Berkeley Sports Club. Call
Giovanni 0418 966 323.

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Kaos In The Country burnout event,
Katanning Speedway, Forrest Hill Rd.
Search Facebook for more info or email
kirstymccormick98@hotmail.com.

08 FEB, BODDINGTON, WA
Boddington Street Machine &
Motor Show, Boddington Football
Oval & Rodeo Grounds. Email
admin@pcsmc.com.au or search
'Boddington Motor Show' on Facebook.

15 FEB, TRARALGON, VIC
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Traralgon Showgrounds. Search
'lvstreetmachiners' on Facebook for
more info.

16 FEB, DAYLESFORD, VIC
Daylesford Motorfest, Victoria Park
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daylesfordmotorfest.com.

16 FEB, PAKENHAM, VIC
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16 FEB, DELORAIN, TAS
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Brisbane Car Show, Beenleigh
Showgrounds. Visit qldcruising.com.au.

**22-23 FEB,
MOONEE PONDS, VIC**
Showcars Melbourne PPG
Showdown, Moonee Valley Racing

Club, 1 McPherson St. Visit
showcarsmelbourne.com.au.

**22-23 FEB,
GEORGE TOWN, TAS**
Wings & Things Car & Plane
Show, George Town Airport.
Call Rick 0459 039 090 or email
ricksherriff59@gmail.com.

23 FEB, GRAMPIANS, VIC
The Grampians Rod Run, Halls Gap
Lakeside Tourist Park. Email Craig
craig@breurs.com.au.

23 FEB, CRAIGIEBURN, VIC
Craigieburn Car, Truck & Bike Show,
Craigieburn Central, 340 Craigieburn
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craigieburn.carshow@gmail.com.

29 FEB-02 MAR, ALBANY, WA
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racewars.com.au.



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STORY CRAIG PARKER PHOTOS NATHAN JACOBS



There's not a day I don't come out and admire it or move things around to give it a new perspective

KON DELESANTIS

> THORNBURY, VICTORIA

A LOT of his mates refer to it as 'Kon's Museum', but for Kon DeLesantis, his garage is just a cool place to hang out. It's a place that represents him, a place to showcase the things he loves.

Wow – what an impressive collection!

It took me over 30 years, I'm very proud of it. The plan was always to have this. When we renovated the house, the missus told me I could do whatever I wanted, as long as none of it was left inside. So I added this space to the reno plans. Before, there was stuff stored in bedrooms, wardrobes, in the roof – every last nook and cranny.

How long did it take to set up?

Months. I kept unpacking boxes, only to rediscover stuff I'd forgotten about – it was a lot of fun. Even now, there's not a day I don't come out and admire it or move things around to give it a new perspective.

Are you a car guy or a bike guy?

Both! I love my '79 Shovelhead, but the XP is very special. I've been active in the Early Falcon Car Club for 17 years, 12 as secretary. I bought the coupe as a freshly painted rolling shell. We've done the rest: new interior, new engine,

new mechanicals. I'm a purist – it's completely standard, even its 200ci Pursuit six. It's been in *Unique Cars*, *Wheels* and *Australian Classic Cars*. It was also one of the select few cars Ford chose to drive through the Broadmeadows factory as part of the shutdown.

What was your focus?

Anything cool. My collection includes Ed 'Big Daddy' Roth, the Michelin Man, Route 66, Lucky 13, George Barris, Chris Cooper – tons of Americana. I love interesting stuff, like my bottle of Hornet Port. It was given to all the people who worked at Melbourne Air Force base when the last Hornet was delivered back in 1990. It's 29 years old!

How did you find all this stuff?

I've put a lot of effort in over the years. I got lucky with loads of stuff, while I made it my mission to track down other pieces, like the Danbury Mint 1935 Ford cabriolet. They only made about 350 worldwide – it took months to find. Same for my Danbury Hirohata Mercury and Don Prudhomme's dragster – the one he raced at Lions Drag Strip in the 60s and 70s.

Favourite pieces?

I have a lot of Ford and Harley stuff. I also love the whole pin-up era. Heck, I even have rare, new-

old-stock hubcaps; I love it all! But the diecast cars are a bit more special. A lot of them, like the Franklin Mint and Danbury Mint, are quite rare. They're no longer produced and are unbelievably high quality. My Ed Roth and Predator collections are also pretty important. 🗝️





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FANGING FLICK

STORY SIMON MAJOR



COOL FLICK FACT:

Roadhouse 66 was based on the early-1960s 'buddy' TV show *Route 66*, and the closing scenes of the movie use the *Route 66* theme song as a nod to its inspiration.



BREAKDOWN

VEHICLES: 1955 Ford Thunderbird, 1957 Chevrolet 210 sedan, 1955 Chevrolet 210 sedan, 1959 Cadillac Fleetwood, 1959 Edsel Corsair, 1968 Chevrolet El Camino, 1965 Chevrolet Malibu, 1965 Ford Mustang, 1960 Cadillac DeVille

STARS: Judge Reinhold, Willem Dafoe, Kaaren Lee, Kate Vernon, Stephen Elliott, Alan Autry, Kevyn Howard, Peter Van Norden, Erica Yohn

DIRECTOR: John Mark Robinson

ACTION: Some sweet classic metal battles for line honours in a small-town road race

PLOT: A privileged young man seeking adventure takes an unplanned detour on a cross-country road trip

AVAILABLE: YouTube, DVD

ROADHOUSE 66 1984

> YOU CAN STILL GET YOUR KICKS ON ROUTE 66

WHEN naive rich kid Beckman Hallsgood Jr (Reinhold) embarks on a Route 66 road trip from New York to Palm Springs in a gorgeous 1955 Thunderbird, it offers him a last chance for some raw fun before joining the family 'Pork Boy' restaurant business.

While enjoying the freedom and the sights of this iconic American highway, Beckman is road-raged by local troublemaker Hoot (Autry) and his tagalong cronies Dink (Howard) and Moss (Van Norden).

The altercation leaves Beckman with a shot-out radiator and stranded in the town of Kingman, but not before picking up a hitchhiking washed-out rocker, Johnny Harte (Dafoe).

Beckman and Johnny kill time at a local roadhouse, The 66, where Hoot and his cronies line Beckman up for round two. Johnny steps in to manage the damage, but this odd couple are left further high and dry after the '55 is ransacked of their belongings.

With no available funds, they seek refuge in a Cadillac languishing in a junkyard owned by old Sam (Elliott), who takes pity on the pair and offers them a roof, tools and friendship to help get them back on their feet.

All the while, a love-hate relationship has been forming between Beckman and the local parts store owner, Jesse (Lee), and it isn't long before he takes a shine to Jesse's younger sister Melissa (Vernon).

On the flipside, romance soon blossoms between Jesse and Johnny, and the foursome hatch a plan to beat Hoot at an annual road race, the '66 Classic. It seems Hoot and his boys have the town over a barrel, and know that a win for Beckman would knock Hoot's stranglehold down a few pegs.

With the help of Sam, the couples hot-up Beckman's T-bird into a capable road racer. The threat to Hoot and his '57 Chev is real; desperate, he torches the T-bird in a shed fire, killing Sam in the process.

The stakes are even higher now, fracturing the friendship between Beckman and the jaded Johnny. But with the pair mending fences at the start of the 66 Classic, can they team up to beat Hoot at his own game?

VERDICT: 3/5

LOOK, *Roadhouse 66* will never set the world on fire, but it's an easy watch and offers a snapshot of both Reinhold and Dafoe at the infancy of their careers. Reinhold especially brings a daft innocence to his roles that I've always enjoyed. The cars make for some great eye candy; the townsfolk apparently own no rides newer than about 1973, which is a bonus. But the finale car chase is rather slow and predictable, the lacklustre stunts and driving sequences near-wholly devoid of that raw element that us gearheads crave.



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> LETTER OF THE MONTH

CRAZY MEMORY

WONDERFUL tribute to John 'Crazyman' Taylor in your January 2020 edition. I'd like to share a memory of my own. Castlereagh Dragway in the mid-70s: a torrential downpour hit the track and everyone went to leave. As we were running to the car park, I heard a nitro Hemi fire up and thought, WTF? I returned to the spectator mound in time to witness the most inspired driving I have ever seen.

The 'Crazyman' staged his blown, injected, nitro-burning Capri, and, in almost monsoonal conditions, engaged launch. I vividly remember him wielding the car from one safety fence to another, with no regard for himself or his machine. He went past me at half-track completely sideways on full opposite lock, with the butterflies in the injector hat fully open, then continued to squirrel and snake up the track with the throttle either fully open or fully closed. The guy must have travelled half a mile on a quarter-mile track, as he was never consistently in one lane, and was still 'on it' through the traps.

They talk about pedalfests these days, but they pale into insignificance compared to what I witnessed that day. Still gives me goosebumps. RIP forever, Crazyman.

Steve Wilkinson, email



VALE ROB

ON 13 November 2019 we laid a fallen club member to rest: Robert Austin Chaloner – life member of the On A Roll Car Club NZ.

Rob was a dedicated club member, but foremost a loving family man and has left a big hole in the hearts of his devoted partner Chantel and their children.

A devoted Ford fan, Rob immediately fitted into On A Roll with ease, always keen to attend shows and represent the club. Rob's friendly face and willing-to-help attitude will be missed greatly, as will his barbecue skills and ample meat supplies; he always catered for the whole group.

Rob's final cruise was one he would have truly loved: a convoy of various Fords from his family home in Morrinsville to his final resting place in Te Awamutu. Each car laid their respects as they left his drive in true On A Roll style: burning rubber and making plenty of white smoke!

RIP Rob, you will be missed by many. Drive and skid hard forever.

David Sayers, email

UP TO SPEED

CAN anyone tell me what speedo gauge Tom Juric has in the dash of his red XY Falcon (SM, Nov '19)? I know it's an Auto Meter Pro-Comp, but I can't seem to find one that reads in km/h like his.

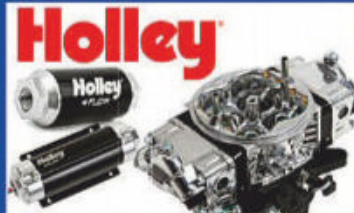
Adrian Chipa, via Facebook

HEY mate, while the other gauges in Tom's car are indeed Pro-Comps, the speedo is a custom job made to match the others and read in km/h. Hit up the Auto Meter Custom Shop and see if they can make a similar one for you: ampcustomshop.com. – Telfo



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MULLET OVER

THIS is Dan Evon from the fact-checking website Snopes. I'm looking into the origins of the word 'mullet', and I believe it may have first been used in the January 1992 issue of *Street Machine*. I can't find a copy of this issue anywhere and I was hoping that you might have one available. If you have any information about this issue, please let me know.

Dan Evon, email

HEY Dan, the article in question is about our own Craig Parker winning the 1991 SMOTY award for his XY. While Craig is indeed wearing a glorious mullet in the photo, it is not referred to in the text. In the pic you supplied, it looks like someone has doctored the article to read: "Three years ago, Craig Parker was a mullet-haired teenager..." The mag actually says: "Three years ago, Craig Parker reckoned he could build a car..." Fake news, I'm afraid! – Telfo

BAD DAYS

G'DAY guys, just wanted to say thanks for another great year of the mag. I have been reading SM for over 30 years and love it. Just

one little thing: the day format of the new 2020 calendar has changed. There may be a reason why you've changed it, but it's just not as easy to read.

Anyway, love the mag, thanks for the calendar and all the best to the team. Have a good one!

Adam Carson, email

THANKS mate! Agreed about the calendar layout; we'll switch it back for next year. – Telfo

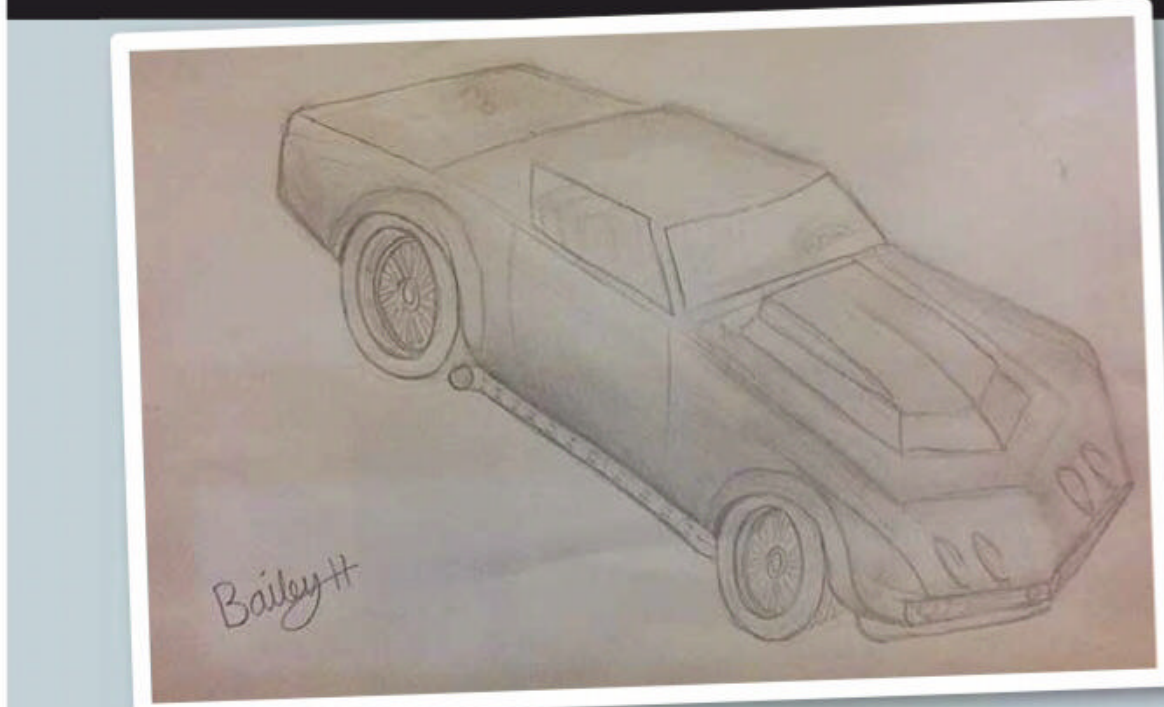
SAM DUNK!

I ABSOLUTELY love reading all the *Street Machine* magazines. It teaches me so much about the muscle cars that I love and one day hope to own.

Being a young girl that likes Holdens and muscle cars is tough for me because of the amount of people that judge me and tell me that I should have been born a boy. It's crazy. So I would just like to say thank you for this great magazine, and hopefully one day I will get to own an amazing HZ One Tonner that I have always dreamed of.

Sammantha Dunkley, 13, email

> DEPARTMENT OF YOUTH



COR BLIMEY!

HI GUYS, my name is Bailey Hudson and I am 14. I'm a huge fan of your mag and anything to do with cars. This is my drawing of a 1969 COPO Corvette. I would love to see this in your magazine.

Bailey Hudson, 14, Busselton, WA

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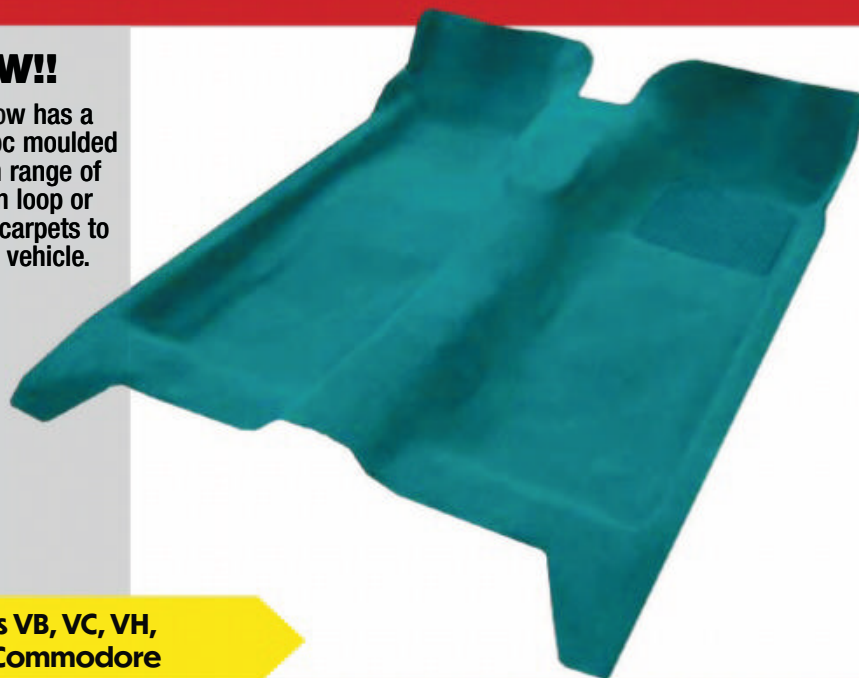
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> IN YOUR FACEBOOK

DIVERSIFY OR DIE?

WHEN Holden announced the end of the Commodore badge last December, it heralded the end of a decades-long Red vs Blue rivalry. With the future of Supercars racing seemingly up in the air, Ford and Holden diehards took to Facebook for a classically robust debate.

JJ Dano – Holden followers tend to forget, Ford was there at the start and have been there to farewell Holden.

Darren Dee – Ford, during their period of not building Aussie V8s, pulled out of racing in Oz and it was only privateers flying the flag.

JJ Dano – It was the privateers flying the flag and Ford did have some involvement, be it parts or certain supplies. Ford has never shied away. Just never stayed as constant with factory support.

Heath Macfarlan – Holden has to bail out unless the Camaro becomes a full-time car for the Holden brand, and by the looks of it, the Falcon beat the Commodore 17 championships to 16. Falcon will forever be in front.

Neil Morrison – Holden vs Ford ended with Toranas and GTs, which were still road-going cars. Anything after that were purpose-built race cars.

Brent Burrett – Bring back homologation on actual road vehicles, not kit cars.

Tristan Edmonds – That would suck beyond belief.

James Forge – Group A certainly did not suck. It also got us some pretty decent road cars.

Mark Weir – Opens the door for the REAL Nissan to begin racing Supercars again.

Brad Rowlandson – They got banned 30 years ago.

Mark Weir – And so did decent Group A racing.

Mat Krusche – I miss the Skylines vs BMW battles on the smaller tracks. A mix of different cars with different strengths and weaknesses.

Stephen Swift – I hope this kills the Supercars series. It hasn't been interesting in years. Bring back a proper touring car series.

Douglas Collins – They made the mistake

in the 90s when they went from being ATCC to V8 Supercars. They melded everyone to be either red or blue.

Ant Worth – Remember HQ racing? Is it time for VT vs AU racing with max budgets of \$100K per car?

James Forge – HQ racing destroyed a lot of HQs and depleted supplies of good used parts. I would not like to see Commodores and Falcons treated the same way.

Jason Stanyer – If Holden leaves Supercars, which it very likely will, the future of Supercars is in serious doubt. Holden fans aren't suddenly going to support a Mustang team, and I really can't see any other manufacturer joining the category.

James Forge – This is the same company that committed to the ZB's future only a couple of weeks ago and back in about 2010 committed to Australian manufacture well into the 2020s? Is a commitment from GM Australia worth anything these days?

Glenn McDonell – We will never see that rivalry again, no matter what side you follow – that's the thing that sucks the most. Now who do we all hang shit on? 🍷

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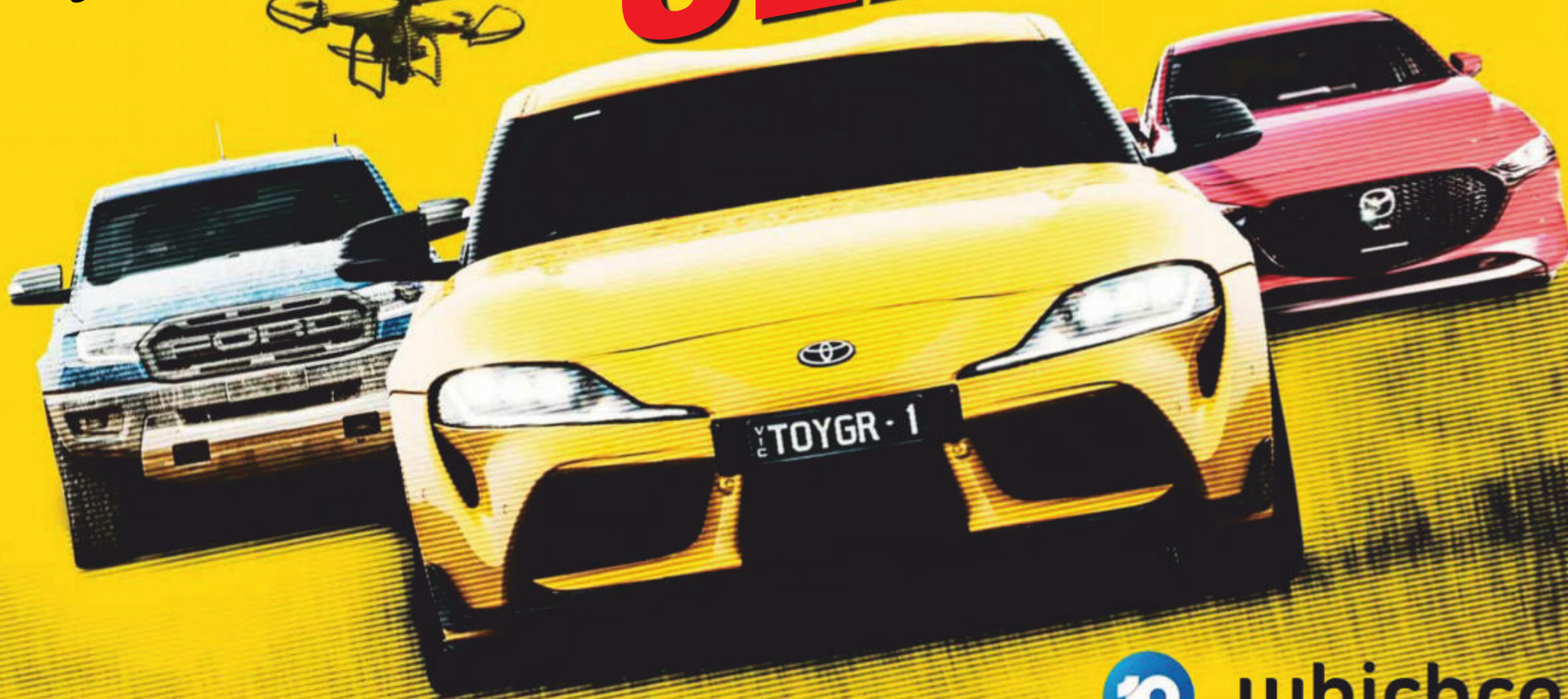
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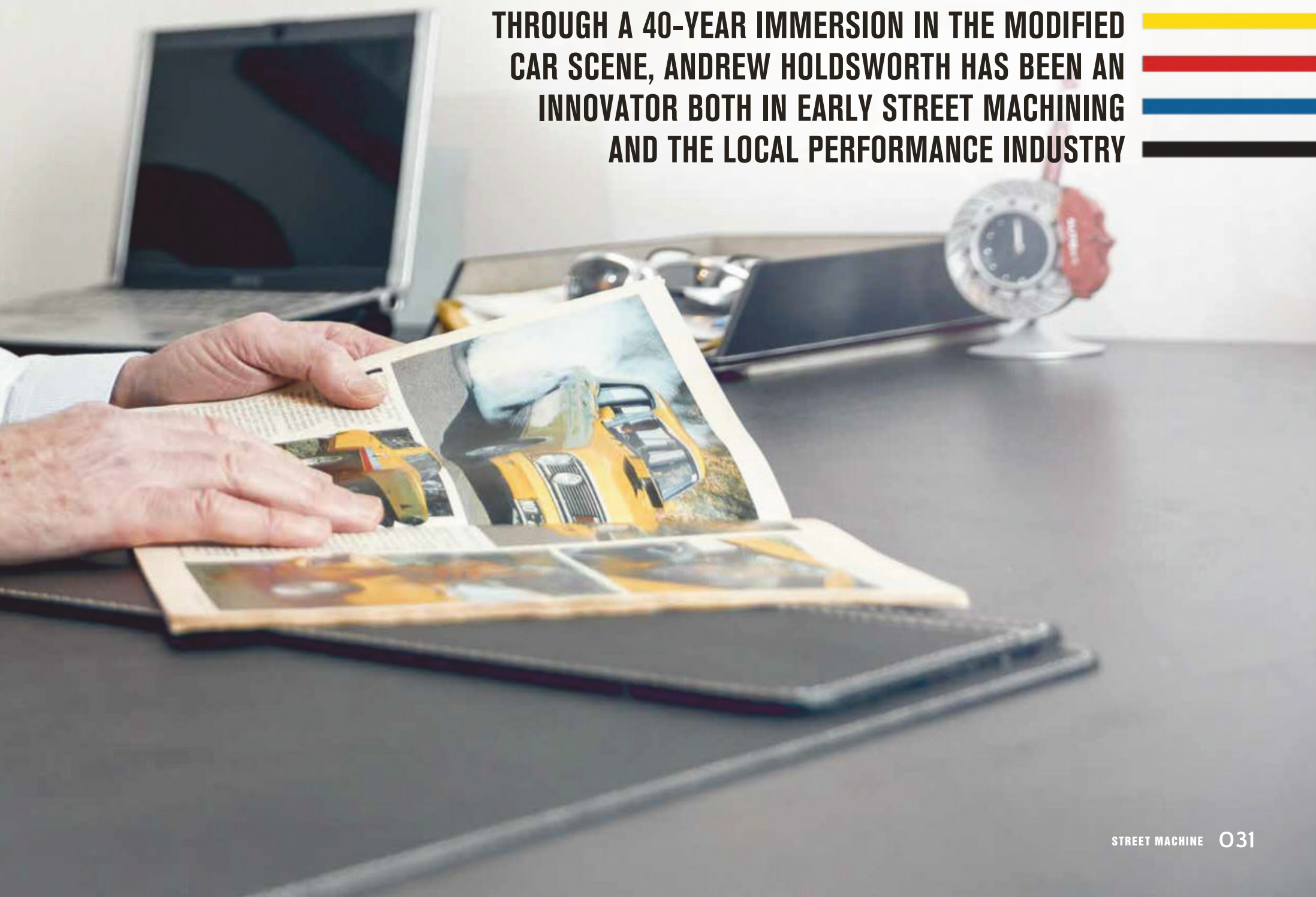
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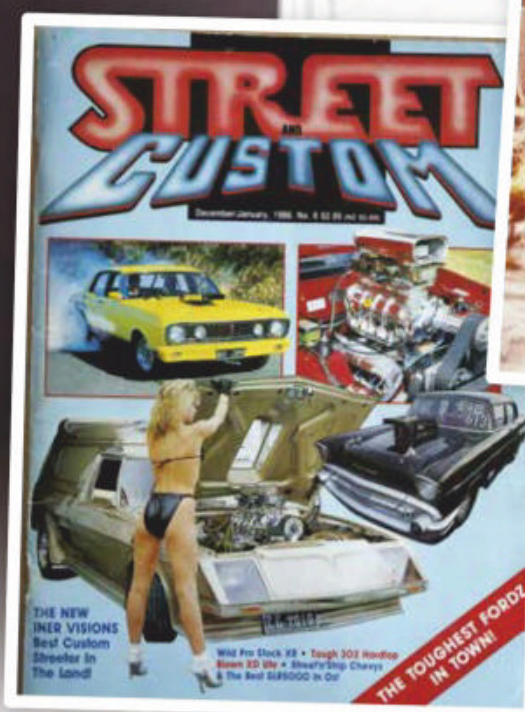
NO HOLDS BARRERED

THROUGH A 40-YEAR IMMERSION IN THE MODIFIED
CAR SCENE, ANDREW HOLDSWORTH HAS BEEN AN
INNOVATOR BOTH IN EARLY STREET MACHINING
AND THE LOCAL PERFORMANCE INDUSTRY





LEFT: It was 1977, and Andrew talked the seller down to \$1800 to become the proud owner of an XR Falcon sedan. GT-spec running gear and suspension were great starting points, but it wasn't long before the modifications began in earnest. Working at the Graham Withers Speed Shop certainly came in handy in that regard!



ABOVE: The first round of changes involved a respray in Midnight Blue, fat chrome 12-slots, drop pipes and a letterbox scoop. Tramp rods and a healthy dose of positive rake epitomise this early era of Australian street machining

AUSTRALIA's aftermarket performance industry has always punched above its weight and shown the world just what our little island continent is capable of. One thing that many of our local aftermarket pioneers share is that their careers grew out of their hobby; names like Bennett, Hadfield, Splatt and Cowin all honed their craft by tinkering in home sheds.

A similar grounding has seen Andrew Holdsworth forge a 40-year career as the man behind ET Performance Products, High Energy Oil Pans and Kool Wrap. We chatted to Andrew about cutting his hot-car teeth with an iconic XR Falcon sedan, and how he turned a 'temporary' post-uni job at a speed shop into a full-blown career.

What sparked your interest in cars?

I was your typical eight-year-old kid, racing Matchbox cars around the polished wooden floors of our house in England; I'm sure that is where my interest in cars started. We immigrated to Australia in 1967 when I was 11, and when we visited Australia House for an interview, I was eventually asked if I had any questions. I said: "How old do you have to be to get your licence?" In my early teens I used to make plastic model hot rods, including Ed Roth-type customs, which also sparked an interest in drawing cars.

The cars here must have been a lot different to what you were used to in the UK.

Most definitely. I remember my dad taking me to Sandown on my birthday in 1970, and I saw two red Falcon GTs driven by Moffat and Gibson demolish the opposition. From then on, I was a Ford guy. I would go to motor shows and collect the Falcon GT colour brochures to cut and stick

on my bedroom walls. About that time I became interested in drag racing and subscribed to some great Australian drag racing and hot rod magazines. The Hardie-Ferodo 500 at Bathurst also captured my imagination. I remember a reporter asking Murray Carter why his Falcon was much lower at the front than the other Falcons; Murray just shrugged his shoulders and said: "The springs must have sagged!" Channel Seven was broadcasting Calder Park drags in the early-to-mid 70s too, although seeing any motorsport on TV was a rarity in those days.

Was there any particular car that inspired you as a young bloke?

MY DAD TOOK ME TO SANDOWN ON MY BIRTHDAY IN 1970, AND I SAW TWO RED FALCON GTs DRIVEN BY MOFFAT AND GIBSON DEMOLISH THE OPPOSITION. FROM THEN ON, I WAS A FORD GUY

I would have to say the XW and XY GTHOs. What tough cars they were in their day! I still have all of the newspaper clippings from the late 60s and early 70s that featured stories about the new Falcon GTs. I have a copy of the story that effectively killed the Phase IV and Holden's V8 LJ Torana, when journalist Evan Green let his son drive a Phase III and wrote that it was crazy that an 18-year-old could buy a 140mph 'supercar'. As far as modified cars go, I hitchhiked to Springvale one year and saw an amazing hot rod show; Joe Pirotta and Charlie Caruana had their 'Crimson Pirate' Model A bucket there on show, and it totally blew me away.

I clearly remember your yellow XR Falcon with the tunnel-rammed Windsor and graphics from the early 1980s. How and when did you buy it?

I did my HSC and went on to study industrial design at RMIT. I wanted to be a car designer and work at Ford, but student life meant that cash was pretty short in those days – my first three cars all cost less than \$100! In 1977 I finally borrowed \$1800 from Avco Finance to buy the XR Falcon with supposed GT running gear including a 351 Windsor. I finished at RMIT but couldn't break into car design with the major car companies, so I took a temporary job at Graham Withers Speed Shop, and that changed my life. I ended up working there full-time for three years, and spent most of my pay packets on parts [laughs].

To me, your XR always epitomised the US pro street style with its graphics and Center Lines. The Pontiac GTOs of Dave Ryan and David Dann shared that look very early on, but surely your

Falcon must have been the first Australian model built to that style?

It's possible. The American *Hot Rod* magazine was the bible in those days and I watched closely as the pro street scene developed in the States. I replaced the auto in the Falcon with a Top Loader and added chrome 12-slots and a Pro Stock scoop. I took it to the Street Machine Nationals at Narrandera around 1979, and Chic Henry was there with a guy who had a late-60s big block-powered Chevy Impala. He swapped his front wheels for Center Line front-runners and we thought that look was the coolest thing we had ever seen. Drag racing was really starting to get big and we idolised



ABOVE: With the XR's mechanical upgrades sorted, Andrew embarked on an exterior makeover in keeping with the US trends of the time. A bright-yellow base was then treated to candy graphics, bookended by colour-coded bumpers. How's the newspaper mask job and house garage 'spray booth'!

RIGHT: The final and most popular guise of Andrew's Falcon saw it attend numerous local and interstate events before being sold off in 1986. Nearly 40 years later, the pioneering build style and iconic looks have made his XR one of our best known and most revered Australian street machines



the Pro Stock cars both here and in the US. The trend changed from building cars with flared guards and eight-inch tyres all 'round to making them look like drag cars. Pro Stock scoops were all the rage; then came Center Lines.

Do you think early street machines like your XR are memorable because of the freedom back then to create something with its own identity, without worrying about whether people thought you were 'wrecking a classic'?

We never had the foresight to think they would ever be classics; they were just everyday cars, like the last of the Falcons and Commodores are now. Most of us couldn't afford a new Monaro or Falcon GT, so we had to build our own budget versions. You'd work two jobs just to earn enough money for a paintjob. One year my wife bought me a set of chrome-moly piston rings for my birthday. Remember, standard cars from the 1960s and 70s were never built to go down a race track; if you wanted to drag-race

your street car, you had to change everything between the engine fan and the diff housing, because the standard parts wouldn't hold up. Now you can put a chip in an SS Commodore and run 12s!

I remember the feature in *Street & Strip* magazine that had you guys masking up the XR's graphics with newspaper! Those times must hold some pretty special memories.

Most definitely. A friend painted the Falcon Midnight Blue in 1978, and then in 1980 my brother-in-law Paul and I pulled it apart and did a heap of work to it in the garage. We went to change the camshaft then, but as often happens when you start to pull an engine apart, we found that everything needing replacing. The pistons had cracked skirts, which triggered a full rebuild. It was hard to find performance parts for 351-cube Windsors back in those days. I couldn't buy forged pistons for it, so I used 327 Chev flat-tops and decked the block .090in to get

the right deck height. We pulled the car apart again the following year and painted it the yellow with candy red and blue stripes. I used a colour scheme I'd seen on a US Chevy Nova, with some changes. Painting the bumpers was a fairly new idea back then, and we fitted aluminium panels to the engine bay mounted with Dzus fasteners. Working in your own garage without the prospect of professional help meant you had to be a little ingenious. We had to hand-make parts rather than go and buy them.

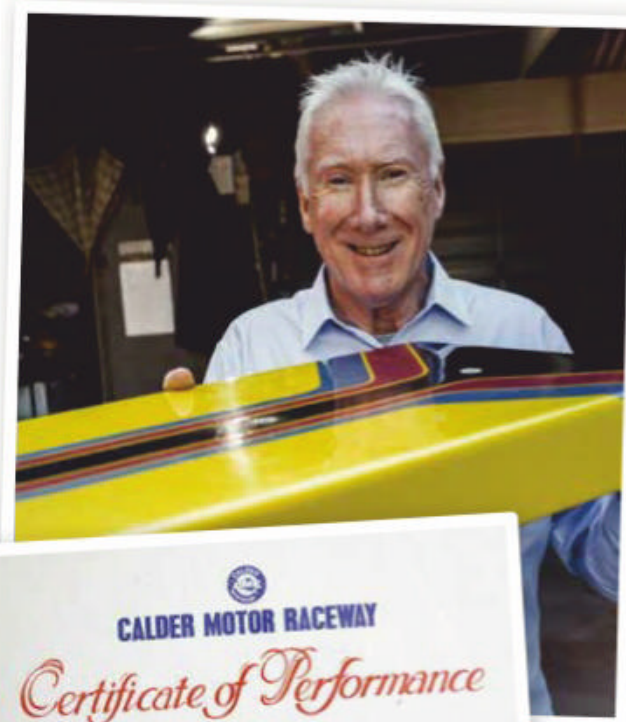
We featured the Falcon back in our Sep '87 issue after you sold it to the Vucinic brothers. Was it a hard decision to part with it?

It was heartbreaking to sell, but we needed money to start our own business. The two brothers that bought it were really young – like 16 and 19 – and it was their first car.



LEFT: Andrew and his brother-in-law Paul rebuilding the XR. They screwed together a tough Windsor for it using what they'd learned in books and magazines. "The 351 Windsor was a difficult engine to build, mainly due to a lack of aftermarket parts at that time," Andrew says. "It ended up with modified Chev forged pistons, L34 valves and a 289-302 tunnel ram adapted to fit using custom spacers at the heads"

RIGHT: This super-cool Certificate of Performance from Calder Park is a memento of Andrew's first forays into drag racing; a 15.59@90.09mph was nothing to sneeze at for a street car in 1979





LEFT: Andrew in his office with one of the turbo blankets he markets under his Kool Wrap banner. "With the use of turbos booming in the modified car scene in recent years, we are constantly looking at ways to improve our current range and design new products as demands evolve," he says

ABOVE: "I had a great time reading about hot rods and street machines back when I was a young bloke," Andrew says. "We had *Supercar* magazine, *Street & Custom*, *Street & Strip* and of course *Street Machine*. We all wanted to see our cars one day among the pages. Still, I would have known nothing about the pro street look without the American hot rod magazines"

They couldn't quite raise enough money to buy it, so I was able to reduce the price by putting cheaper wheels on it. They planned on driving it regularly, so I was happy to take the Center Lines off anyway; they would have killed themselves trying to drive it fast with the front-runners. I've got no idea how they handled the Mr Gasket vertical-gate shifter, either.

So with the money from the sale, you started ET Performance Products?

I thought about opening my own speed shop, but decided that there was more growth potential in going the wholesale route, so ET Performance Products began in 1986. It was a funny cause-and-effect actually, as the XR and the whole passion for street machines triggered the business idea after I imported an ET performance timer for the Falcon back in 1985, a dash-mounted quarter-mile timer that received distance measurements off a transducer mounted next to the tailshaft. That one purchase led to going full-time wholesaling performance parts in 1986. We then bought High Energy Oil Pans in 1988 and both businesses grew substantially over a 20-year period, eventually employing 15 staff and becoming an official supplier to Repco, Burson, Supercheap and Autobarn. High Energy grew to become the

I HAD A G6E FALCON AND FELL IN LOVE WITH THE TURBO BARRA MOTOR; I CAN'T BELIEVE WHAT THE LATEST GENERATION OF STREET MACHINERS HAVE DONE WITH MODDED BARRAS

largest manufacturer of modified oil pans in Australia, and we worked with some great engine builders and race crews, including V8 Supercars teams. I sold up in 2008 and now run a consulting business, as well as a company called Kool Wrap, supplying specialist heat-protection products to the performance car industry, as well as marine,

industrial and agricultural customers.

What sort of cars have interested you since you sold the XR?

In the early 1990s I bought my dream car: a 1967 GTA big-block Fairlane. It was pretty rough and missing the motor and gearbox, but I gradually built the car over the next 15 years in between having a family and building the business. One of the guys at High Energy did a ton of work to it, including chopping off the US front subframe and grafting on an Aussie Fairlane front, as well as narrowing the rear end, adding subframe connectors and countless other jobs. We built a

500hp 460 engine backed by a Turbo 400, fitted nitrous, and had it painted by famed Melbourne body man Trevor Davis. Sadly I couldn't find the last 400 hours needed to assemble the car and sold it in 2007. I've also owned some other great cars, including a 1995 GT-R Nissan Skyline. What an amazing car! We changed turbos,

fitted the latest APEXi ECU, and, being an agent for Turbosmart, added their e-Boost controller. It made an easy 450hp, and we successfully raced the car in road events and rallies. That's another car I shouldn't have sold. I also had a G6E Turbo Falcon and fell in love with the turbo Barra motor; I can't believe what the

latest generation of street machiners have done with modded Barras. I may have to fit one to an old Falcon at some stage. These days I have a Porsche Boxster S, which is the perfect street car and track-day racer, but I still want to get another GTA Fairlane one day – I have unfinished business there! 



RIGHT: The carb scoop is the last remaining piece Andrew has of the XR, after selling it with normal air cleaners atop the tunnel ram. "I drove the car from Melbourne to Canberra for the Street Machine Nationals one year and left the bonnet in the shed; I just had the yellow scoop sitting on top of the carbs the whole time," he says. "After driving it 1400km like that, I was nearly back home when I got stopped by the cops and given a canary about 800m from my driveway!"





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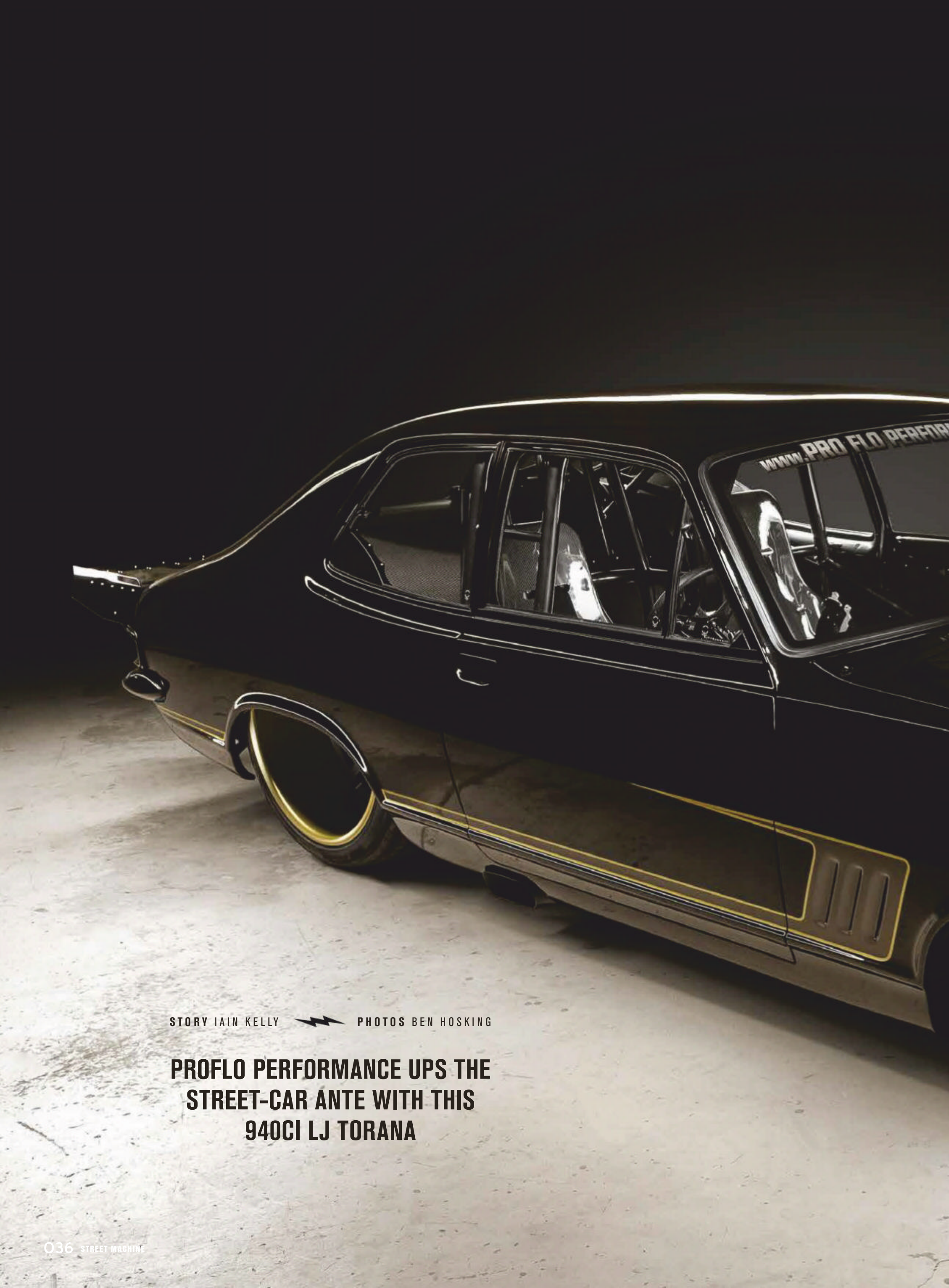
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**PROFLO PERFORMANCE UPS THE
STREET-CAR ANTE WITH THIS
940CI LJ TORANA**

SIZE **MATTERS**





TWENTY years ago we had a pretty good handle on the concept of what a street car was – 12s were quick and 530hp won you Horsepower Heroes. Today we have road-registered seven-second cars making 2500rwhp, and Sydney's ProFlo Performance want to push the concept even further.

"Basically our client Milan wanted something different, which is hard, as everything has been done," says ProFlo boss and street machining legend Paul Sant. He's referring to the LJ Torana he whipped the covers off at Summernats 33, which packs a mountainous 940ci, 1600hp Sonny's motor.

"Putting this engine in a small car, and with the wheel concept, was different," he continues. "I think people can relate to a street car more. I know it's a street car on steroids, but it still feels like an LJ Torana; I just wish it were legal to drive it on the street!"

Standing out today in the pantheon of hardcore streeters is a tough ask, with crazy power figures and record ETs popping up regularly, but the ProFlo LJ pushes the envelope hard thanks to its Doorslammer DNA, which was needed to satisfy the customer's colossal ambitions.

"We threw around some ideas about whether he wanted to go blown and injected or big-cube aspirated, and he wound up deciding to go that way," says Paul. "For me, back then that meant maybe 760ci, like Mark Hayes's car [*SM*, Feb '15]. I played around with specs for a build like that and approached Milan, who told me that wasn't big enough; it didn't push the envelope far enough.

"We hit Sonny's website and the pump gas motor they had at that time was about 820 cubes, and he still wanted more. I

spoke to Sonny's and they put this 940ci package together for us, and that satisfied my client's needs," laughs Paul. "It's just like any other engine, really, but on a much larger scale. It is basically just like a V8 on steroids. The intake rocker is massive, and the pushrods look like fence posts; they're 13 inches long! I don't think people comprehend 940 cubes, or 15.4 litres, means it is nearly two litres per cylinder."

Spanning a 5.45-inch bore, 5.875-inch stroke and 5.3-inch bore spacing, the billet aluminium motor wears Sonny's own hemispherical heads, packing Manley titanium valves, PSI valve springs and a T&D rocker system designed to SAR's specs. Trend pushrods operate Jesel 1.062-inch keyed solid lifters, which ride on a 70mm solid-roller cam of Sonny's own specs.

The bottom end features a Bryant billet crank, Carrillo steel conrods, and Wiseco endurance pistons for an estimated 11.5:1 compression ratio. There is a Dailey Engineering five-stage dry sump oiling system, MSD crank trigger and Grid-based ignition system, plus a Sonny's sheet-metal intake wearing a pair of gigantic Accufab throttlebodies capable of swallowing 2300cfm each.

Breathing through a set of custom 2⁵/₈-inch primaries and a dual five-inch exhaust system, the SAR940 produces 1630hp and 1360lb-ft on 92MON-octane fuel. Waiting in the wings is another 500hp worth of nitrous fed via two kits.

For engine management, ProFlo stuck with what they knew, which threw a slight curveball to SAR. "Sonny's stuff normally runs BigStuff3, but we tend to use FuelTech," says Paul. "So the owner of FuelTech went to Sonny's and dyno-tuned the engine for us, and now they have a relationship between those companies."

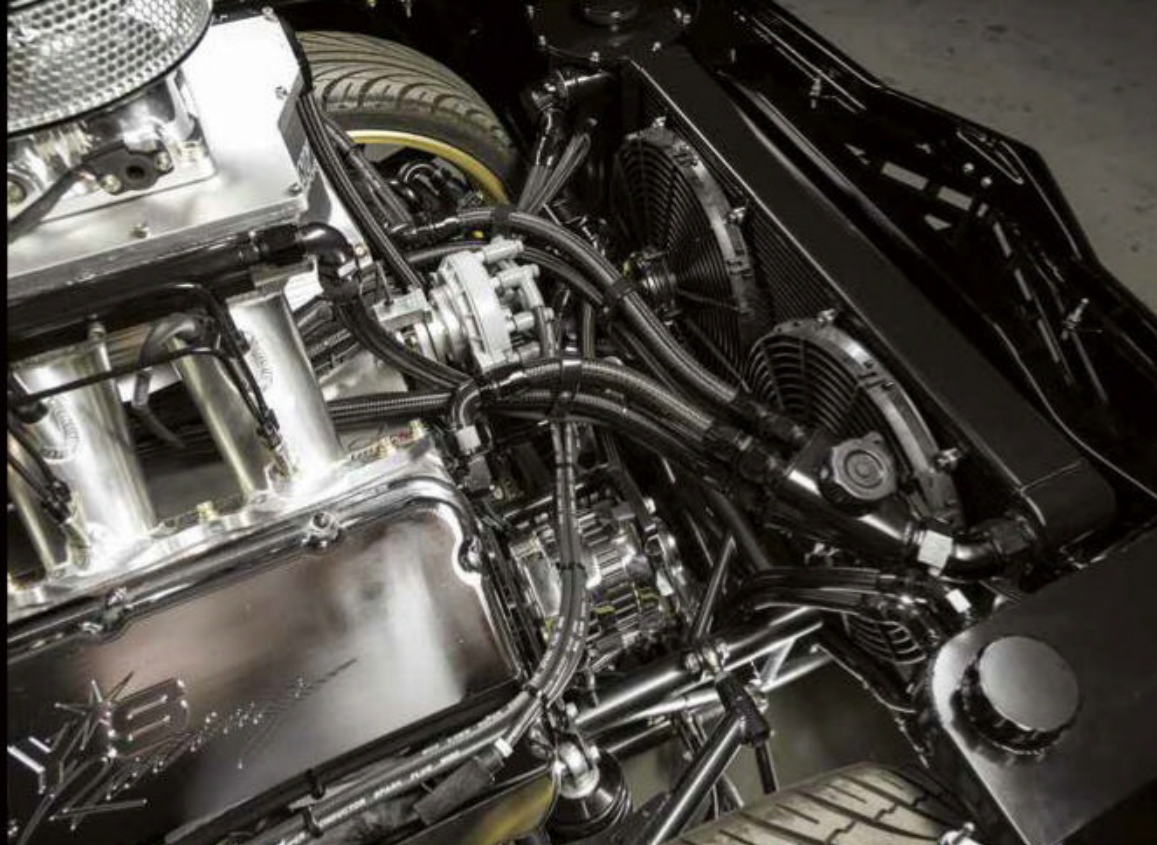
Amazingly, the Torana retains original-spec winding glass windows and opening glass vent windows, along with glass front and rear screens. "It has blinkers, horn, headlights and tail-lights, like a real street car," laughs Paul



TOP RIGHT: The LJ has a 65L fuel tank out back, which pumps forward to a header tank mounted next to the custom radiator, which then supplies the mountain motor. "It runs a smaller electric feeder pump to bring the fuel up to the header tank and then has an Aeromotive Terminator pump up front to feed the engine," says Paul

BOTTOM RIGHT: If you want to understand just how ludicrously massive this donk is, compare it to a couple of Chev crate motors. The base 350 SBC has a 4.0in x 3.48in bore and stroke, while Chev's baddest big-block, the 572ci ZZ572, runs a 4.56in bore and 4.375in stroke. The SAR940 rocks a 5.045in bore and 5.875in stroke!

**IT IS BASICALLY JUST
LIKE A V8 ON STEROIDS.
I DON'T THINK PEOPLE
COMPREHEND THAT
940 CUBES MEANS IT IS
NEARLY TWO LITRES PER
CYLINDER**





“We went with the biggest Shaun’s Custom Alloy radiator we possibly could fit and put a pair of Spal 16in thermo fans on it,” says Paul. “It seems to idle fine at 150-160°F, and just hangs there”

MILAN
1972 HOLDEN LJ TORANA
Paint: PPG Black

ENGINE

Brand: Sonny’s Racing Engines 940ci
Induction: Sonny’s sheet-metal intake, Accufab 2300cfm throttlebodies
ECU: FuelTech FT600
Nitrous: Two 250hp kits
Heads: SAR billet hemispherical

Camshaft: SAR 70mm solid-roller
Conrods: Carrillo steel
Pistons: Wiseco
Crank: Bryant billet
Oil system: Dailey five-stage dry sump
Fuel system: Aeromotive Terminator pump, 2000cc injectors
Cooling: Shaun’s Custom Alloy custom radiator, twin 16in Spal thermo fans

Exhaust: Custom ProFlo 2⁵/₈in headers, dual 5in exhaust
Ignition: MSD crank trigger, MSD Power Grid

TRANSMISSION

Gearbox: Pro Mod two-speed TH400
Converter: 5500rpm Neal Chance Racing
Diff: ProFlo fabricated 9in, full-floater, 40-spline axles, Tom’s centre, 3.25:1 gears

SUSPENSION & BRAKES

Front: Strange double-adjustable coil-overs, ProFlo tube arms, Pro-Werks Stiletto steering rack
Rear: Strange double-adjustable coil-overs, ProFlo four-link
Brakes: Wilwood 14in discs and six-piston calipers, (f), Strange disc brakes (r)
Master cylinder: Wilwood

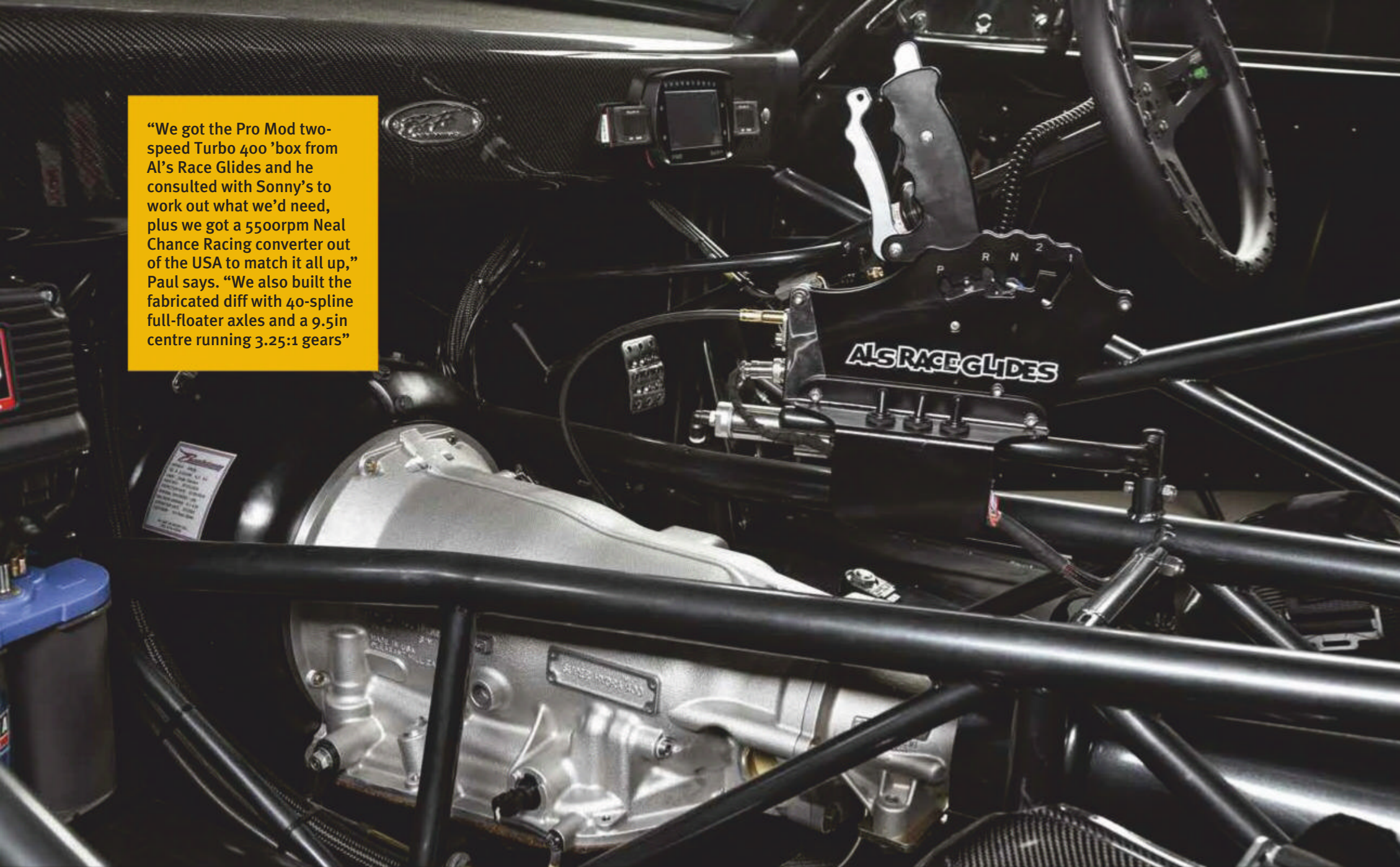
WHEELS & TYRES

Rims: Schott F10; 20x7 (f), 24x15 (r)
Rubber: Winrun 225/25/20 (f), Pirelli 405/25/24 (r)

THANKS

All the boys at ProFlo Performance; Mark at Ontrak Automotive; Danny and the crew at Custom Bodyworks; Al’s Race Glides; Peter Snell’s Protective Coatings

"We got the Pro Mod two-speed Turbo 400 'box from Al's Race Glides and he consulted with Sonny's to work out what we'd need, plus we got a 5500rpm Neal Chance Racing converter out of the USA to match it all up," Paul says. "We also built the fabricated diff with 40-spline full-floater axles and a 9.5in centre running 3.25:1 gears"



WE TRIED TO FIT THE MOTOR IN THE ORIGINAL BAY, BUT THERE WAS NO CHANCE OF THAT, AND THAT WAS WHEN THE PROJECT REALLY TURNED INTO MORE OF A RACE-STYLE CAR





TOP LEFT: ProFlo built a custom four-link in the rear with a Mark Williams anti-roll bar set-up, as well as a custom double-A-arm front end with a Stiletto steering rack attached to a race-style aftermarket 'moly column. Double-adjustable Strange Engineering coil-over struts hold the LJ at that menacing ride height, while Wilwood 14in rotors

and six-piston brakes live up front and Strange discs do the stopping out back

BOTTOM LEFT: "The carbon tubs and flat sheet are JBRC race products from the USA, while the carbon seats and dash were custom-made locally," Paul says. "It is all proper carbon, which cuts weight out, and it looks sick"



THE REAR GUARDS ARE STRETCHED, THE FRONT GUARDS ARE STRETCHED FORWARDS, IT HAS A FUNNY CAR-STYLE 'CAGE, AND ALL THE FLOORS AND INTERIOR ARE NEW





Ontrak Automotive, run by Paul's brother Mark, was given the nod to wire the car from front to back, including hooking up the huge amount of data acquisition the guys will need once they take the LJ to the strip.

"The wiring was really involved because we need to datalog so much," Paul says. "We have tailshaft speed sensors, oil pressures, oil temperatures, converter pressure, pyros in the headers and more."

Of course, that stupendous engine is only half the story, as the LJ two-door wrapped around the biggest-block is a piece of art in itself. Sitting slammed to the ground over a custom-built chassis, it looks more ready to take on Pro Mods than wear road tags.

The LJ actually came into ProFlo as a bare shell, which had been in storage for a number of years. This worked out well for Paul and the crew, as it meant the exterior bodywork was in good condition for its age, though it didn't stop them from cutting it up to jam that ludicrous motor up front.

"We had the engine, as we ordered it six months prior and had it waiting for when the shell turned up," Paul says. "We tried to fit it in the original bay, but obviously there was no chance of that, and that was when the project really turned into more of a race-style car. Trying to fit 20s up front that also turn with the car when it's that low was another huge hurdle to overcome."

Everything is Holden steel apart from the bonnet and bootlid, which had to be replaced through necessity.

"We had to go for a custom bonnet, as we deleted the scuttle panel beneath the windscreen," explains Paul. "We extended a steel bonnet to the windscreen and then made a scoop, which formed the plug for the fibreglass. We made the bonnet

and boot thick because we knew the car was going to be painted black. The weight is the weight; we didn't want it moving around.

"In terms of the engineering and the build of the car, it is really a race car, but we wanted to give it a real street look when we debuted it," explains Paul. "Basically, from the firewall back, it's a Doorslammer. We probably spent eight months in fab, as the rear guards are stretched, the front guards are stretched forwards, it has front and rear engine plates, it runs a Funny Car-style 'cage, and all the floors and interior are new."

Once the fab work was done, the chassis was blasted and powdercoated at Peter Snell's Protective Coatings before being sent to Danny Makdessi at Custom Bodyworks for paint and panel. Seven weeks prior to Summernats 33, the painted shell was dropped back to ProFlo and the race was on to be ready. Amazingly, the ProFlo team had the car running before Christmas, and unveiled it to the public on 3 January during the Meguiar's Great Uncover at Summernats.

"I'm lucky enough to have some pretty out-there customers, and I think the ProFlo team can take their dreams and not just make them come true but go further," says Paul. "We'll take the car to MotorEx in this guise, but by the end of the year I'd like to get it to the track.

"I really want to go as fast as we can on pump gas. It should run low sevens on pump gas, and with the nitrous it should be down around a 6.50 range."

It might never have a hope of passing a roadworthy, but the impact of this car proves just how much vision some people have, and shows how crazy street cars could be if street machiners were allowed to set the rules. ■

While it currently rolls on 20x7 and 24x15in Schott F10 wheels, once the LJ goes to the track it will wear 17x4.5in front-runners and double-beadlocked 15x14in hoops wrapped in 33x15in slicks out back



STORY IAIN KELLY PHOTOS MATTHEW EVERINGHAM

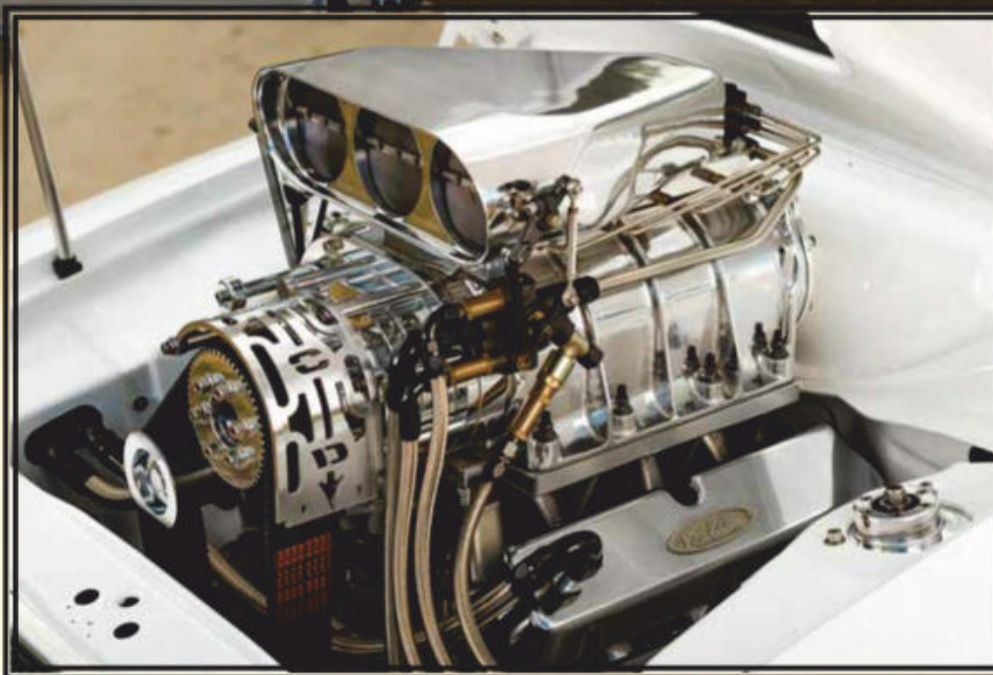
BO\$\$ BABY

ONE OF AUSTRALIA'S
COOLEST SMALL FORDS
IS NOW EVEN SWEETER
THANKS TO A

1000HP METHANOL-SUCKING
BLOWN SMALL-BLOCK







TOP: "Paul says the Escort has 'enough' boost," says Geoff. "I was smitten by blown cars many years ago; they have such a different volume of noise"

ABOVE LEFT: The Blower Shop 6/71 is topped by an Enderle bird-catcher hat and mechanical injection set-up, matching the Enderle 110 fuel pump pushing methanol into the 6.0L donk. An MSD Power Grid handles the zaps, while a Melling oil pump keeps the liquid gold flowing

ABOVE RIGHT: ProFlo built a custom header tank for methanol and tucked it out of the way in the passenger inner guard, with a breather behind the driver's inner and a custom 120L tank in the back. ProFlo also built the custom sump, headers and dual 3in exhaust, and organised a Shaun's Custom Alloy radiator to fit into the Escort's nose

**BOSS
BABY**

The front of IMB05S rides on Escort Twin-Cam struts converted into coil-overs using 500lb King Springs and Koni shocks, while the front sway-bar has been biffed in favour of rose-jointed compression struts. An original Escort quick-rack handles steering, while rose-jointed control arms also got the nod

BLOWN AND INJECTED ENGINES ARE A DIFFERENT BEAST TO MY USUAL TURBOCHARGED FOUR-CYLINDER MOTORS AND ASPIRATED V8s, SO I NEEDED TO DO SOME HOMEWORK

TWENTY years ago, Geoff Newton's super-slammed Mk1 Escort graced the pages of *Street Machine*, sporting a turbo four-pot from a Sierra Cosworth between its chassis rails. But after seeing Mark Dall'Acqua's DMT351 Mk2 (*SM*, Jan-Feb '93), Geoff had always intended to jam a V8 into it at some point. Two decades later, the time finally arrived.

"This build evolved from my son Mitchell," says Geoff. "When Mitchell was born he had an instant attraction to burnout cars, and he watched the burnout DVDs over and over. Then we started taking him to Summernats, and it was all about the big, blown cars like UNWANTED, UCSMOKE, INFERNO and STRUGLN. So I thought it would be a good idea to build a blown car."

Geoff initially planned to use a triple-rotor 20B Wankel, but a forced stint off the road had him rethinking that idea. "High rpm and a short powerband was going to give me trouble I could do without," he says.

With the turbo Cosworth running gear installed in his original – and super-desirable – Type 49 Lotus Twin-Cam Escort, Geoff started planning the new heart for IMB05S. "I headed over to the only guy I knew who could undertake the precarious job of installing a blown and injected small-block into the little Esqy, and that, of course, is the legend Paul Sant of ProFlo," says Geoff. "My one condition on the build was that we do not cut any of the car; it was to remain the same. Paul never shies away from a challenge, so he said: 'Easy.'"

Paul kicked off the build around an 8.2in deck-height Dart Iron Eagle block swinging 369ci (six litres in the new money) thanks to JE slugs, Scat H-beam rods and a Scat crank riding on Clevite bearings. A custom-grind Camtech solid-roller bumpstick works the Crower solid lifters and Trend pushrods, opening the Ferrea valves in the AFR 220cc heads. Shaun's Custom Alloy provided the custom sheet-metal intake manifold that mounts the polished Blower Shop 6/71 pump.

"Blown and injected engines are a different beast to my usual forte of turbocharged four-cylinder motors and aspirated V8s, so I needed to do some homework," Geoff says. "Paul basically did his usual high-end build and I gave him very few instructions other than: 'Build it to sit on 7000rpm in the scorching Summernats heat.' Paul laughed and said: 'I'll put a 7500rpm chip in it, but you'll shit yourself when it hits six!'"

While a bigger pump could net more neddies, Paul specced the motor to run at around 1000hp to keep it maintenance-friendly. "It will turn the tyres all day in top gear and stay as cool as a cucumber," says Geoff.

Behind the methanol-sucking small-block is a manualised C4 and TCE 4500 converter, with a shortened BorgWarner diff out back stuffed with billet 31-spline axles, a full spool and 3.7:1 gears to turn those 265 Toyo tyres into clouds.

With the drivetrain sorted, Geoff's attention turned to giving the Escort's body a bit of love, which soon spiralled into a far larger project. "I said to Paul: 'The next time you see Daniel from Kingpins Kustom Paint & Panel, ask him if he can cut and buff the car for me,'" he recalls.

Kingpins gave the car a luscious show-quality finish via a full respray in Geoff's top-secret white, followed by a flat rub and buff.

Geoff's brother Dave lives in the UK, making him a perfect point-man to source small Ford parts, as the scene over there is huge compared to Australia. "Dave offered to throw money into the car and said: 'Go all the way,'" Geoff explains. "So he'd source parts like a new dash cluster, new rubbers and all the small fiddly bits to make this an even better build than previously."

With Dave on board, everything went smoothly from then on. "Dan had done his magic on the paint and the boys at ProFlo were putting everything back into the car," says Geoff. "ProFlo made custom headers, custom methanol tanks under the two front guards, a twin three-inch exhaust,

BO\$\$ BABY

**I GAVE VERY FEW
INSTRUCTIONS OTHER
THAN: “BUILD IT TO
SIT ON 7000RPM
IN THE SCORCHING
SUMMERNATS HEAT”**



BELOW: Steve from Alltrim freshened up the cabin to make it more passenger-friendly. “I had never previously put people in the back seat, as the harnesses from the Sparco front seats fastened into the parcel shelf,” Geoff explains. “But, knowing my kids would be driving around with me, I decided to take a different approach.” Low-back Falcon seats now live up front, trimmed in Recaro cloth sourced by Geoff’s brother Dave in the UK

ABOVE: IMBo5S rides on custom 17x8 and 17x9.5 Performance Superlight wheels in the original Escort 4x108 stud pattern. Wrapped in 195/45 Bridgestone Potenza tyres on the front and 265/40 Toyo Proxes in the rear, they’re hiding fat four-pot calipers all ’round – Brembo up front and Wilwood out back





“The build really exceeded my expectations, so I don’t think it will go into burnout competitions,” Geoff says. “I’m going to drive the car hard, but I won’t be driving off a pad with the belts on the guards”

BELOW: Alltrim knocked up a new dash top, carpet, seatbelts and trimmed the rear seat. The door cards, rear-quarter cards and kick panels were custom-made by Steve at Carbon Footprint, while an OMP deep-dish tiller and B&M Bandit shifter handle turning and gear-clicking duties

RIGHT: Geoff and his brother Dave met legendary US painter Charley Hutton (right) at Summernats 31. Dave (left) – a noted painter in his own right – quickly struck up a friendship with Charley over waterborne automotive paint



A FULL SPOOL AND 3.7:1 GEARS WILL TURN THOSE 265 TOYO TYRES INTO CLOUDS

BOSS
BABY



gearbox crossmember and engine plate, just to name a few parts. It progressed quickly from there and before I knew it, it was fired up and tested."

One thing that saved bulk time was the good groundwork already covered during the car's first build. "Joe from JS Race Engineering has been a long-time friend of mine and he is solely responsible for getting IMB05S to look the way it did with the YB Cosworth engine," explains Geoff. "Joe did the mini-tubs; four-link rear end with Panhard rod; 330mm cross-drilled front rotors; billet hats and Brembo four-pot caliper conversion; compression struts; custom strut tops; front adaptation of the coil-overs on the original Twin Cam struts; a fully rebuilt Cosworth YB that was ARP-studded; and every other conceivable modification that was required. Without him, this next evolution would never have been possible."

As always though, there were a few headaches to overcome, as Geoff explains: "First, a broken shifter cable, then a dizzy cap and rotor problem. All in all, it was a great experience, and the kids loved it."

Geoff got the car to Summernats 2018 for its first outing and had a ball with the family packed on board. "Davo drove the car, and after three laps of cruising it was time to fill up with another 120L of methanol and head back out onto the cruise route," he says. "The car did stay cool though!" 🏁

GEOFF NEWTON
1971 FORD ESCORT
Paint: Custom PPG white

ENGINE

Brand: 369ci Dart Iron

Eagle 8.2

Induction: Enderle bird-catcher hat

Manifold: Shaun's Custom Alloy sheet metal

Blower: 6/71 Blower Shop

Heads: AFR 220cc

Camshaft: Custom Camtech solid-roller

Conrods: Scat H-beam

Pistons: JE

Crank: Scat

Oil pump: Custom sump, Melling pump

Fuel system: Enderle 110 pump

Cooling: Shaun's Custom Alloy radiator, twin 10in fans

Exhaust: Custom headers, dual 3in ceramic-coated system

Ignition: MSD Power Grid

TRANSMISSION

Gearbox: C4 auto, manualised, reverse-pattern

Converter: TCE 4500

Diff: BorgWarner, full spool, billet 31-spline axles, 3.7:1 gears

SUSPENSION & BRAKES

Front: King springs, custom

strut-tops, custom Koni coil-over shocks

Rear: King springs, Spax adjustable coil-over shocks, custom four-link, custom Panhard bar

Brakes: Custom 330mm discs and Brembo four-pot calipers (f), DBA discs and Wilwood four-pot calipers (r)

Master cylinder: Adjustable

WHEELS & TYRES

Rims: Custom Superlight; 17x8(f), 17x9.5 (r)

Rubber: Bridgestone Potenza 195/45 (f), Toyo Proxes 265/40 (r)

THANKS

My brother Davo Newton, who co-owns the car; Paul Sant and team at ProFlo Performance; Daniel and team at Kingpins Kustom Paint & Panel; Mark Sant at Ontrak Electrical; Steve Maiolo at Alltrim Motor Trimming; Joe Said at JS Race Engineering; my long-time friend Brian Gelding at Small Ford Spares; Shaun's Custom Alloy; Steve at Carbon Footprint; my children Michaela and Mitchell, and, of course, my wife Ramona (who has never grumbled about my chosen hobby, even after 30 years)

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THE HOLDEN COMMODORE HAS BEEN LAID TO REST. DAVE CAREY GIVES THE EULOGY

Farewell Commodore

BACK in 2017, we more than just farewelled the Commodore; we said 'see you later' to our entire manufacturing industry. That included Ford Australia, Toyota, Mitsubishi/Chrysler, Nissan and all the little also-rans that pioneered vehicle manufacturing and assembly in this country. When Holden closed the Elizabeth factory, it should have turned off the lights and shut the door with a resounding thud. Commodore gone. Curtains closed.

By retaining the nameplate on the fully imported hatchback that replaced the

Aussie, it felt as if Holden had left a lamp on in the hallway, that they were saying that Commodore wasn't really gone, but rather had just switched suppliers, like your mum switches energy companies. Of course, there's nary a person in this country who bought that, both figuratively and literally. And now the Commodore is gone for a second time. Unlike its long-lived and popular Aussie ancestor, the ZB Holden will be missed by few. The sentiment has been almost unanimous and the only one that didn't seem to understand the problem was Holden itself. The Australian-built Commodore spent

almost 40 years on the market – decades longer than the Kingswood and second only to the Falcon in locally manufactured longevity. It was and remains inextricably intertwined with our mainstream society, our pop culture and our visual history. Most people have heard of the Commodore, even if they can barely tell one end of a car from the other.

We've all got a Commodore story to tell, but with the passing of the name into the annals of Australian history, these tales will gradually dry up. Boomers will depart us and one day so will Gen-Xers. Kids born today may drive Commodores, but they will be



cheap-and-cheerful bangers by then. One day, attrition will prevail, and the Commodore will be mostly gone. There will be survivors of course, a smattering of carefully preserved dailies driven by crusty holdouts like myself. And there will be a few zero-mileage, never-seen special editions – GTS-Rs and W1s kept in climate-controlled car-coons. The last of the Aussie Commodores will become just as much a curiosity as the Kingswood is today, and the ZB will be a mere footnote – probably a good car, but a sad end. And not a true Commodore.

Street Machine has covered plenty of history stuff lately, and has already chronicled the Commodore saga over four issues, charting the car's shift from an Opel-based compromise to the Aussie-est Holden since the HQ. It's savagely ironic that the Commodore came full circle and met its maker as an Opel with scant Aussie input – the exact thing the Holden engineers of the mid-1970s managed to avoid.

So, the following pages aren't a history

lesson or a technical manual; they're just a bunch of stories and opinions that ignore the past couple of years and instead focus on the last mainstream Aussie car and the last of a breed, which was truly loved by many.

THE COMMODORE IS INEXTRICABLY INTERTWINED WITH OUR MAINSTREAM SOCIETY, OUR POP CULTURE AND OUR VISUAL HISTORY

We got friends and *SM* contributors together and hashed it out – not over which Commodore was the fastest or most powerful; these are quantifiable facts. Instead, we wanted to find our favourites and discover if we shared common ground. We argued, debated, waved

arms around and rage-quit group chats. See if you agree with us.

Our conclusion was that there is no overarching 'best' version of the Commodore. Over 40 years, four generations and 15 models, there's a variant to suit almost anyone. Six-cylinder, V8, RWD, AWD, sedan, wagon or ute – hundreds of thousands identical, yet peppered with rarities built by the handful.

We also contacted some ex- Holden employees, line workers, maintenance fitters, supply managers and corporate types – people at the coalface who helped shape, design and build so many of the cars on our roads – to get their insights on how these cars came together and find out what they feel we've lost.

So have a toast to the venerable, flawed, brilliant Holden Commodore. May she be remembered for her glory days, rather than what she became. Think fondly of her conquering the Mountain, owning the sales charts and ferrying around families for generations. It will not happen again.

Much Want

THE COMMODORE DREAMS OF TEAM STREET MACHINE

IN THE past we've documented the fastest, most powerful, and, in the case of the old Starfire four-banger, worst that Holden had to offer over the four decades of Commodore. Here, we ask some *Street Machine* contributors what they'd drive, given total access to the Commodore's back catalogue.



HDT VH COMMODORE SS GROUP 3

Boris Viskovic: I got to drive one of these when I was on my Ps. I still remember it vividly.
Iain Kelly: I'd have one, but I'd chock it full of angry, injected 355 plastic.



HOLDEN VL CALAIS

Simon Major: I'd have one of these in a wagon.



HOLDEN VN COMMODORE SS

'Gus Bus' Paul Cronin: I daily-drove a five-speed for a couple of weeks when I was in Year 11. I fell in love with that sound and the lack of grip.



HSV VZ MALOO R8

Kian Heagney: The VY-VZ is the ultimate; my first motor-racing memories and bedroom wall posters were of these cars, but also I love utes.



HOLDEN V2 MONARO 427

Shaun Tanner: Does this count? They made more than one, so I could conceivably get one.



HOLDEN VH COMMODORE SL/E

Damien Lowe: Yep, I'd have to say the SL/E, with a 5.0-litre and Shadowtone paintjob.
Paul Cronin: Same, although it would be better with headlight wipers. For some reason.



HOLDEN VL COMMODORE SS GROUP A SV

Broads: I can definitely see myself in a pro touring-style Walky.



HSV VN SV5000

Boris Viskovic: I loved these in SV Racing Green. They were a classy-looking car and have stood the test of time quite well.



VR/VS HSV

Telfo: I think the VR-VS series was a high point for HSV in terms of styling. I'd have any Clubby or GTS from that era.



HSV VFII GTS-R W1

Broads: If I had to have a stock Commodore, this would be the one.

Kian Heagney: Me too; W1 all the way.



HDT VC COMMODORE

Jack Houlihan: I've always had a soft spot for these.

Chris Thorogood: One of these in black. Those stripes, and the velour interior is just horn.



HDT BROCK VL DIRECTOR

Dave Carey: One of the families at school had one. It was mental; made a Walky look tame. I was devastated when it was stolen and written-off.

Carly Dale: My early-20s self drooled over these, but they were a bit out of my price range. While I love the Walky, the HDT offerings had more class.



HOLDEN VN COMMODORE SS GROUP A SV

Scotty Taylor: It's a competition between this and a W1. The W1 is quicker, but the Group A was the last of the racing specials before all this V8 Supercar bullshit.

Glenn Torrens: Me too. I've been following the resto progress of a white Group A prototype.



HSV VFII GTS-R MALOO

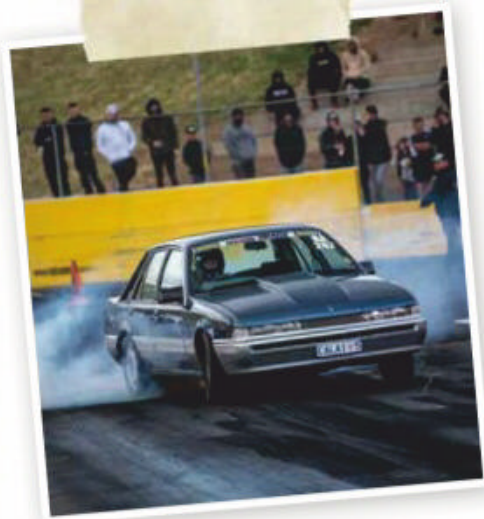
Simon Major: Being a vanner, I could see myself in a Spitfire Green GTS-R Maloo with the Amcat Sandman panel van conversion.

Dave Carey: I second this.

CARLY DALE

FREELANCING QUEEN OF CALAIS

SEEING as I've owned and loved my VL Calais since forever, I'm going to go with the most obvious for me. I adore the flip-front lights on my model, but I do prefer them left down for that sleek look. The single-spoke steering wheel in my Calais is also a favourite of mine, but it was a lonely passion for a while; nobody else seemed to like it. As for the peeves, I've never really understood the early VL's open-centred headrests. I don't know why, but they bother me.



I GOT MINE

BETWEEN me and my hubby Shane, we've owned a VH SL/E, a VK, a VL Calais and a VS wags. We recently bought a VZ wagon, the last of the larger-bodied longroofs. It's such a bloody handy car and seems to have around 100 million litres of cargo space. Commodores are easy to get parts for and are somewhat intuitive to work on; they just keep going. I hope the aftermarket keeps churning out products for those of us who want to keep them as daily haulers.

SIMON MAJOR

DISTURBIA'D CONTRIBUTOR

MY FAVOURITE Commodore detail is the VL Calais flip-light front. I also really like the VPs with the clear grille. I've always dreamed of putting a white light strip behind one to make a single, long-arse headlight across the car, or better still, installing a red, pulsating *Knight Rider*-style scanner. My unfavourite Commodore feature is the bloody VL push-button wiper switches on the edge of the gauge cluster. They wear out, they're fiddly and they're usually full of skin.



I FLIPPED MINE

MY PERSONAL Commodore ownership history is pretty lame, restricted to a VB I bought purely to flip, as it featured Australia's ugliest bodykit. My mate Paul Harris had a VK Berlina we called 'The Gerkin', as none of us could spell. The paint was toast, but by 1995 it was running a stout 355 stroker, which was an uncommon mod in those days. I remember a beautiful XC Falcon lined up at the lights. It had all the fruit: big diff gears, big stall, big-and-little Welds, Hornet scoop; the works. Naturally, Paul waxed him!

I Got Mine

OUR OWN RIDES, FAVOURITE FITMENTS & PET PEEVES

HOLDEN produced plenty of weird and wonderful idiosyncrasies for us to enjoy across four Commodore platforms and 15 models. Conversely, it also generated a few pet peeves that drive us insane with rage. The blokes and blokettes at *Street Machine* got together to discuss the pros and cons of the General's departed solidier.

TELFO

SUPREME OVERLORD

THE velour trim, electronic dash and single-spoke steering wheel in the VK Calais was just a glorious orgy of 80s. That tiller appeared too flimsy to hustle a V8 over Mount Panorama, but they've grown on me. I also liked the look of the injected 202 motor, which was pictured flying through space in one print advertisement, such was the technology; then the VL RB30 came along and blew it out of the water. Speaking of the VL, the HDT Group A bonnet scoop never appealed to me; even as a kid.

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I WILL GET MINE

MY FIRST, and so far only, Commodore was a VN Berlina, but I would love to get a VZ Crewman Thunder 6.0 one day. You can throw your camera gear in there, your dogs, your nanna, whatever. They tow really well and will get up and haul when required. They're the Swiss Army knife of cars. I foresee them gaining low-level cult status, like the old HQ-WB Tonner. The Crewman will be the same, as no car company will build a machine like that again.

SHAUN TANNER

FUEL-INJECTED PHOTO MACHINE

THE VP Commodore's squared rear wheelarches were always a favourite detail of mine. It pulled the look off a lot better than the preceding VN model and made the whole car look a bit more upmarket. Mechanically, I love the FE3 suspension that came standard in my VFII SS-V Redline: bigger sway-bars, better steering; it handles so well. Plus, the VFII has the bi-modal, 'Baillie Tip' exhaust; all hail Dr David Baillie! As for the early Alloytec motors, put them up there with Monaro bonnet nostrils for niggling dislikes.



I GOT MINE

APART an \$800 Camira my dad procured for me, I've only ever owned Commodores. My first was a VP Executive that I freaking loved but wrote off in a massive altercation with a twin-steer cement truck. I've now got a VE Omega as a daily and a Son Of A Gun VFII SS-V Redline I bought when I worked at Fishermans Bend. We spare it for purposeful drives only; I don't want to put too many kays on it. I ordered it exactly how I wanted, and can never do that again.

PAUL CRONIN

SOCIAL MEDIA KINGPIN

I LOVE the aesthetic of the VT model and the heroic economy of the Ecotec, but I wasn't cool with replacing the rear rubber every 5-10,000km. Tyres aside, I only spent \$150 on my VT in six years of ownership; it was such a great car. Perhaps my most-loved Commodore features are the bodykit and Irmscher wheels of the VC HDT. On the other hand, the original VN Exec 'Frisbee' hubcaps have always been a pet hate. I didn't like them back in the day, but I admit they've kind of grown on me now; you hardly ever see them anymore.



I GOT MINE

I'VE had three Commodores in my time, including a VZ Berlina sedan, which I still own. It's the family bus so I've kept it all stock. In fact, I haven't even had to fix anything on it; that's how stock it is. Previously I had a 3.0L VE Berlina International and a 1999 VT Commodore that my dad bought new. Again, all stock, but it was the Olympic Edition, so it copped alloys and unique trim from factory. That actually kind of sucked because when the driver's seat fell apart, I couldn't find a matching replacement!

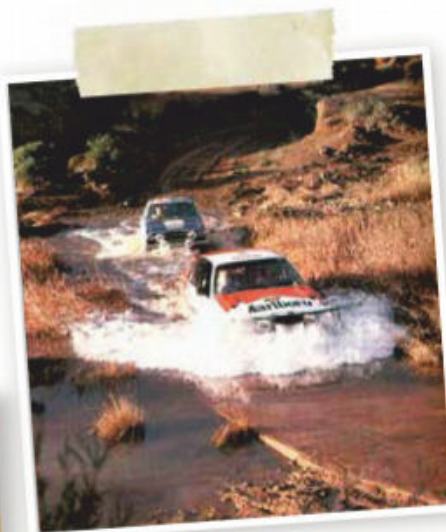


I Got Mine

BORIS VISKOVIC

RAMBLER MAN

MY FAVOURITE detail has always been the 15-inch Irmscher rims fitted to the early HDTs. They looked classy back when they came out and still look great today. I've never owned a Commodore but hired a VT to drive the Great Ocean Road back in 1999-2000 and remember being really disappointed with the steering; it felt worse than my Rambler! But to be honest, my least favourite aspect of the Commodore is listening to a V6 on the limiter at a burnout comp. Ecotechs, Alloytechs; those V6s never sounded good at revs.



I (DON'T) GOT MINE

DESPITE never owning one, I'm still sad we lost an Aussie icon. As a kid, I remember checking out the cars competing in the 1979 Repco Round Australia Trial when it passed through Kalgoorlie. The only one I wanted to see was Brocky's 05 VB Commodore, which went on to win. As a newly minted *SM* contributor a couple of decades later, I took home a VZ Commodore SS press car. Another magazine stated the brakes weren't up to the task, so I gave that 250kW LS1 a few good blats and a few hard stops until I agreed.

DAVE CAREY

CONTENT GRINDER

EARLY Commodores have got some insane Euro features such as the little wipers on the headlights of VB and VC SL/Es. They were a really weird technological dead end, much like windsplitters, although the latter are 1000 per cent more awesome. They look tough-as on VH HDT Commodores, although I reckon Leo Pruneau pinched the concept from the Opel Ascona B 400 rally car. Who remembers vacuum gauges? They're like tachometers that berate you for accelerating. Another technological dead end, although this time a welcome one! Go away, weird random needle!



I GOT MINE

MY WIFE had a VL Commodore SL manual back in 2003. It only had 140,000 kays on it, ran perfectly and lit up an inside rear wheel every time she turned a corner. Like, without fail. I've got two Commodores now: a family-friendly 6.0L VF Calais V daily sledgehammer and a VY SS Sandman By HBD that I bought new in 2004. I once threatened to sell it and she said: "You can sell any POS in that shed of yours, but you're not selling the purple car!" So I'm happily stuck with it now.



GLENN TORRENS

AUSSIE AND KRAUTENWAGEN CAR NUT

THE headlight wipers on the early girls are so good; it was the height of sophistication when I was a little kid – gherkin and cheese on the one biscuit! Speaking of, the VQ Caprice had a drinks cooler hidden in the glovebox; not many people remember that one. Where are they on new passenger cars? It was impressive stuff. Conversely, I've always been very unimpressed with the rustproofing on the early cars; I'm astonished so many have survived. And I never liked the VN Exec's base instruments. Yuck!



I GOT MINE

I HAD a VP Calais V8 back in the 1990s when I first joined *Street Machine*. It was only a few years old at the time and I replaced it with a 5.0L VT Senator; the last of the Iron Lions. I could never afford a Commodore as a teenager and only bought my first early model in about 2011. I now own six or seven Commodores ranging from VB to VE, including a VN Calais V8 that I'll never sell. A VB SL wagon is my main project at the moment; it runs the trusty 3.3 red six and air conditioning.

CLANDESTINE COMMODORES: THE TOP FIVE SLEEPERS

WE LOOK BACK AT SOME OF THE MORE UNASSUMING MODELS THAT HID SOME REAL PUNCH

AFTER 41 years, five generations and dozens of driveline variations, Holden has finally, some say mercifully, laid the Commodore nameplate to rest. Across the decades, HDT/HSV usually took care of the go-fast brigade, but not all heroes wear capes. Holden snuck out a few speedy units – clandestine Commodores that didn't look that fast, but were. Here are our faves.



VL COMMODORE SL TURBO

IF YOU walked into a Holden dealer in 1986, you could option the Nissan-built turbo upgrade on any model on offer, including the povvo-pack Commodore SL. Despite lacking even air and power steering as standard, the SL could be had with 150kW of RB30ET, getting you running 15-second quarters out of the box and on the road for about \$18K. Cops loved 'em.

VY COMMODORE SV8

WITH the option of a V8 Executive disappearing with the VX model, Holden redressed the situation by offering the VY SV8. While it lacked the SS's interior treatment, cruise, fast glass, leather wheel, front bar and 18-inch alloys, the SV8 packed heat where it counted: red dials, a spoiler and 235kW of LS1 in the lightest package available. And at \$40K, it was exactly 10 grand cheaper than the full-fat SS.



VTII COMMODORE EXECUTIVE LS1 SIX-SPEED

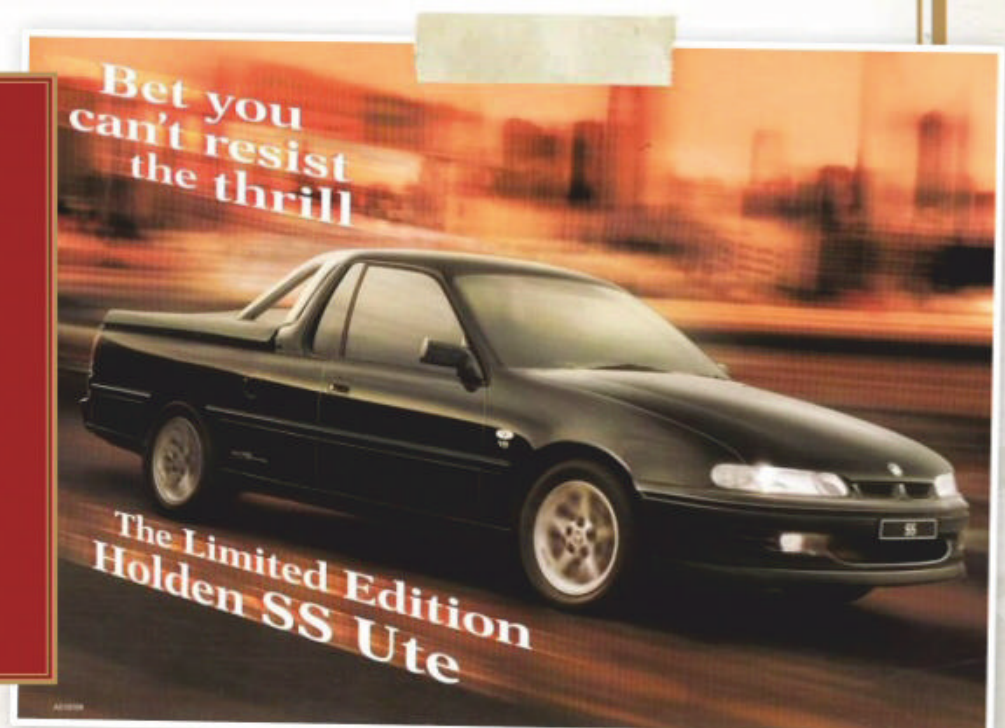
THE 220kW Gen III LS1 fitted to the VTII proved a revelation for bent-eight buyers. Gone was the beloved Holden V8's chubby, low-down torque, replaced with peaky power best suited to a manual tranny. It was a tuner's delight, as 'Gus Bus' Paul Cronin recalls: "One of the toughest cars cruising South Australia in Y2K was a green, flash-tuned Exec with 300kW at the wheels."

VFII CALAIS V V8

DEVELOPED by enthusiasts for enthusiasts, the VFII's power increased by a whopping 30kW thanks to the 304kW 6.2-litre LS3 being standardised across all V8-optional cars. Managerial gentlefolk could eschew the gaudy SS and access the same 570Nm of sledgehammer torque and 13-second quarters from the cossetting surrounds of their range-topping Calais V, with only a discreet LS3 badge to give the game away. And they could have a wagon. Surely, it didn't get any better. Or sneakier.

VSIII SS UTE

HOLDEN'S SS range has never been introverted, but it got close with the VSIII SS ute. Gone was the sedan's gregarious wing, replaced instead by a chrome 'sportsbar', which, if you're really unlucky, I may have installed myself. Only 600 were built across MY98 and MY99, with the latter receiving the VT's \$2 million V8 upgrade. Result: a then-healthy 179kW fitted to a rig weighing 200kg less than the porky VT.



TOP SIX RARE COMMODORES

WE CELEBRATE OUR FAVOURITE LIMITED-EDITION HOLDEN COMMODORES

HOLDEN built 2.4 million Commodores between 1978 and 2017. The imported ZB added a mere 11,000 to that total over the past couple of years, and will go down in history as one of Holden's less common mainstream models, but it's far from being the rarest meat on

the barbecue.

Factory-supported tuners HDT and HSV created plenty of special editions; that was their jam. Holden itself wasn't so keen on exclusive content, yet a few unusual variations slipped through the dealership doors over the years.



VC SL/E WAGON

THIS early-bird luxury wago-barge is one of those editions shrouded in mystery. Launched for sale exclusively through Melbourne and Geelong Holden dealers, a specific number of 67 was touted in the brochure, with three colours available: Nocturne Blue, Firethorn or Nutmeg. Enthusiasts believe far fewer were actually built; 25 to 27 is the estimate, with Nutmeg examples nowhere to be seen. Of the 121,807 VC Holdens built, the SL/E wagon represented 0.02 per cent of total production.

VY & VYII SS WAGON

IT WAS 2003 before Holden whacked SS badges on its bootylicious third-gen wagon. Powered by an LS1 and backed by either an auto or manual, the \$51K family spaceship featured all the kit of the SS sedan while borrowing side skirts and 17-inch alloys from the load-bearing SS ute. Available in Phantom Mica or Redhot, Holden shifted 500 units before the VYII came long. Quicksilver replaced Redhot for the second series, which added another 350 cars to an exclusive total of 850 – more than some examples on this list, but still not many.



VL CALAIS WAGON

WITH HDT offering unofficial VL Berlina-to-Calais wagon conversions throughout '86 and '87, the notion of a Labrador-capable luxu-Holden was not lost on Fishermans Bend. With the new VN model waiting in the wings, April '88 saw Holden release a run of just 200 VL Calais wagons to boost sales and clear parts. Forum chatter suggests a breakdown of 50 naturally aspirated sixes, 75 turbos and 75 V8s. Growing up, all I wanted was an Evening Blue VL Calais Turbo five-speed on a set of colour-coded 16-inch Walkies – longroof edition. Wanted, but didn't get.



VF SV6 & SS-V RESERVE EDITION

THE Reserve Edition VF Commodore was built to order, as to buy one you had to be employed by Holden as of 31 December 2013. Workers could opt for an SV6 in sedan or wagon, with the V8 SS-V adding a ute. A mere 171 Reserve Editions found homes, and of those, 93 were SS-Vs. Five people bought utes, and of them, only one committed employee ticked the option for a six-speed manual. One of one; it doesn't get rarer than that!

VZ ONE TONNER CROSS6 AWD

DESPITE Holden offering a staggering range of products throughout the VZ era, Australians were falling out of love with large cars as the 2000s soldiered on. With sedans, LWB sedans, utes, dual-cab utes, wagons, coupes and cab-chassis Tonners all spun off from the Commodore platform, along with AWD versions of the latter four, it's no surprise some variants struggled to sell. The rarest of the rare? The One Tonneer Cross6. Of the 261,238 VZ Commodore-based vehicles built, a mere 50 exited the factory as cab-chassis, all-wheel-drive, go-anywhere work rigs.

VH SL/E T30

BACK in the 80s Holden was bleeding money, yet GM-H still knew how to reward its star performers. Throughout '82, each of the top 30 dealers nationwide saw a Commodore SL/E T30 land on their doorstep. Featuring all the major SL/E options, unique Shadowtone duco and a big cassette stereo system, they were powered by a 5.0-litre built to VC HDT specs and backed by a bulletproof Turbo 350 trans. Obviously, only 30 were built. We wonder how many dealer principals still have theirs.

KIAN HEAGNEY

CYNICAL FANATIC

I RECKON the 18-inch five-spokers from the VZ Commodore SSZ look great on any Holden from the VS onwards, while the best rims to suit the VE-VF are HSV's final-gen 'Rapier' wheels. When I bought my VZ SS ute, I couldn't believe it lacked a manually adjustable wiper dwell. It's got climate control, leather and all the good stuff, yet Holden couldn't shell out for a feature that I have on my 1989 R31 Skyline! Even the goddamn Hyundai Excel I used to own had it as standard.



I GOT MINE

WE'VE had Commodores in the family since I was a kid, including a VR Acclaim Series II with the swirly hubcaps that everyone froths over. The folks bought a runout VE Omega-V brand new, which we still have, and the Alloytec has been fine, thanks. I had a VR ute when I was at uni but spent three years with \$200 to my name dreaming of a final-series, 2006 VZ SS 6.0L manual ute in Impulse Blue, with black leather and a hard lid. I graduated, saved up and bought one. It's a keeper.



DAMIEN 'CHUBBY' LOWE

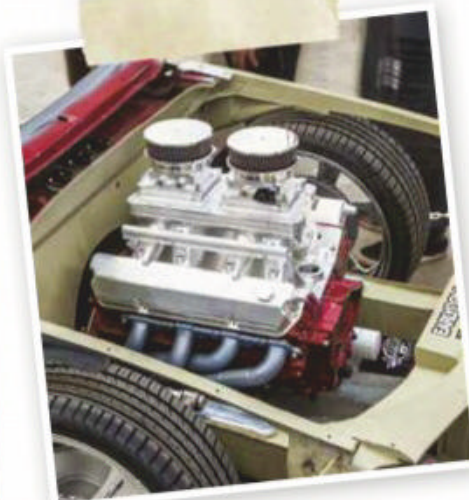
CHROME-BUMPER COMMODORE KING

THE twin-throttlebody era was the best time for Commodore V8s; the Group A intake looks tough, although these days they're pretty pricey to get hold of. It doesn't really matter, as the Holden eight has a great aftermarket performance scene, which I'm proud to be part of. I've done up a couple of old Commodores in my time, and one design flaw that really gets me is the radio fitment. If you jam an aftermarket CD player in there, it sticks out. You've got to fart-arse around to get them to sit nice and flush.



I GOT MINE

I LOVE the early Commodores and have built two show-standard cars, starting with my go-anywhere VB sedan that I bought when I was 16. I took out Top Overall Street at Summernats 21 and ended up in the Top 60 Elite the following year, plus I drove it to Perth for Motorvation. I pulled it down a while ago, then built up an injected 5.0L VH in the meantime. The VB is back in the build now, featuring heaps of products from the Lowe Fabrications catalogue, of course!



I Got Mine

CHRIS THOROGOOD

MULTI-FOCAL LENS SLINGER

FAVOURITE Commodore thing: Brock Energy Polariser. Worst Commodore thing: Brock Energy Polariser.

I NEVER HAD MINE

BELIEVE it or not, I've never owned a Commodore, but one of my mates had a Rubens Mica VS Berlina that I practice-shot a few times when I was starting out. My first few paid photography jobs were with *Street Machine Commodores*, the first

one being a VU Maloo with a twin-supercharged, nitrous LS1. It had a Harrop on the top and a Vortec on the side and made about 1000hp, which was just crazy stuff back then. More recently, I photographed Steven Loader's VF burnout car. It was the first VF Commodore skid car built, and ran a monster 532ci Dart motor. It was an insane photoshoot; he dropped a burnout right in front of me, which was pretty hairy. Then his Bluetooth kicked in and he took a call!



IAIN KELLY

LAND-YACHT ENTHUSIAST

MY FAVOURITE Commodore detail would have to be the twin-throttle intake from VL and VN Group As. They look like power and helped Gricey kick Nissan GT-R arse at Bathurst in 1990. What's not to love about the salty tears of Datsun fans? HDT produced some great designs; VK Aero wheels, VC flares, VH Group 3 reverse cowls; they all rule. My least favourite Commodore anything would be the indicator stalks on VN-to-VX Series 1. Ugly, square and clunky. They make me want to hurt myself or listen to Nickelback, which really is two of the same thing.



I HAD MINE

MY FIRST Commodore was a manual 5.0L VR Executive. I wasn't looking for a Holden, but agreed to buy it during a Bundy Rum-fuelled afternoon. I did the cam, intake, exhaust and put a set of 18s on it, which was a big deal at the time. I've had a few other Commodores, but the most beloved was my VF SS-V manual ute. It made about 450rwhp and could haul Pontiac parts between drag meets and track days. I had to sell it for... reasons, but I'll get a VF V8 wagon one day soon.



TOP FIVE COMMODORE WAGONS

LOOKING BACK ON SOME OF OUR FAVOURITE COMMODORE LONGROOFS

THE venerable Commodore wagon has had a storied career. It's been a custard-stained family hauler, a mile-munching rep-mobile, an overloaded work truck and a stickered-up promo rig. It's not always been the fastest or the most stylish, but we still have plenty of love for the longroof.

Like its sedan brother, the first-gen Commo wagon (released in July 1979) shared styling with its Opel donor, before diverging significantly from its European roots for the VN-VS. The wagon gained extreme booty for the VT-VZ range, before retiring as a lithe and likeable Sportwagon across VE and VF. Here are some of our favourites.

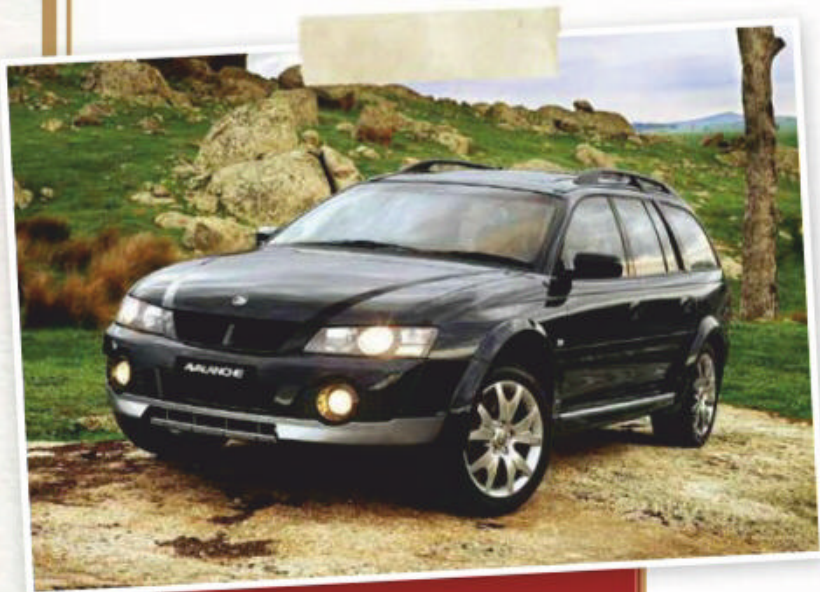


HSV VFII CLUBSPORT R8 LSA TOURER

TAKE one Holden wagon, cover it in plastic bits (including a cow-catching front bar), install large brakes and 400kW of blown LSA power, then set about catching those cows in under 13 seconds per quarter-mile. Eighty-five grand wasn't cheap for a Commodore, but to compete you'd be spending a much heftier sum on a stern German superwagon. With a chassis designed and built locally and its GM heart beating strong, it was the ultimate Aussie family truckster.

VH VACATIONER 4.2L

HOLDEN enjoyed sharing Christmas-holiday cheer by launching annual VH Vacationer specials. With a six-cylinder as standard, the Vacationer gained air conditioning, corduroy trim, height-adjustable driver's seat, and a roof rack on the wagon. At least a few escaped the factory with the 4.2-litre replacing the old 'blue' six, giving the model some extra neddies for the holiday road. There's much Gen-X love for those 80s decals and Vacationer-exclusive cast-and-chromed centre caps. We'll have ours in Pacific Blue, thanks.



HSV VYII AVALANCHE

NOTHING said excess like the Avalanche. It weighed two tonnes, used all the fuel and had a face like Darth Vader, but the 5.7-litre AWD wagon could slay the quarter in a high 14, regardless of the surface. Be it on asphalt, dirt, probably even Teflon, HSV's Adventra-based estate would accelerate unabated. It wasn't the best HSV, nor was it the best Holden wagon, but for sheer audacity of the concept, it makes the list.

VL CALAIS SPORT WAGON BY HDT

IT'S NO secret that Brocky's Bertie Street laboratory of rapidity played things fast and loose. Stories of unofficial VH and VK-era HDT wagons are credible; as long as you had the coin, specifications were finalised over a dart and a handshake. Although HDT converted Berlina wagons to Calais-spec before Holden built its own, it took more options for the firm to fit a build plate. Bodykits, wheels and Bilsteins helped, with one example receiving a 5.6-litre stroker kit.



HSV VN SV LE

HSV's first link in the wagon train was the 180kW, 5.0-litre VN Commodore SV LE. It was an exclusive variant, with a mere 80 wagons built between late 1989 and early 1990. But with the VP Sport Wagon following a couple of years later, the SV LE begat a long run of niche haulers that could really hammer. The VR ClubSport, VT and even VX Senator Signature series were built in limited numbers, before the ClubSport Tourer became a regular production option across VE and VF. 

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ICY GLARE

STORY CARLY DALE PHOTOS NATHAN DUFF



**A STRONG RELATIONSHIP BETWEEN OWNERS AND
BUILDER HELPED MAKE AN ACCIDENTAL SUPERSTAR
OF THIS PRO TOURING CAMARO**



DENISE and Mark Stockwell's '67 Camaro pro tourer has a formidable presence thanks to a plethora of body mods, big rims and flush glass, finished off with a race-ready hue. But it took a ship-ton of work over several years to transform the Camaro into the beauty before you.

"We'd previously owned a GTHO Falcon years ago, and wanted to get back into the muscle car scene now that the kids have moved out," Mark explains. "We were looking for a project and decided that the '67 Camaro was a good option. But it was a typical Mexican paintjob – it looked good but was far from it in reality."

So, Mark and Denise shipped the first-gen Camaro to Russ Weaver from Weavers Autobody Restorations to deliver them a turn-key stunner.

"Mark began stripping the body back and found bogged rust holes, so he got in contact with me," Russ says of the moment that began the four-year build and a relationship where both owners worked closely with their entrusted builder. "Mark and Denise had a lot of input – they chose the colour, the style of wheels and the trim."

With the Camaro in hand, Russ and his co-worker Anthony Fuller checked the severity of dodginess, and the prognosis wasn't good. It was deemed to be simpler to replace the beaver and quarter panels rather than fix the previous butcher job. Yet the flow-on effect can never be escaped, as the aftermarket items – born from different factories – generated a new set of problems. The Weavers team had to mould the separate pieces to fit the bill, while at the same time adding the required enhancements.

Speaking of enhancements, this 52-year-old Camaro has been utterly transformed thanks to clean lines via shaved drip rails, deleted window moulds, flush glass and door handles. Up front, the lower nosecone has been redesigned to incorporate '69 Camaro driving lights, an aluminium chin spoiler and deleted bumper, creating a pumped-out, tough and contemporary look. Lower down, the guards now flow with the sills to sharpen the look while retaining the factory lines. At the rear, the bumper is recessed in tight, almost incorporated into the panels, while above, the now three-piece alloy boot wing sits like a factory item.

Poor paint choice can easily ruin a customised ride, yet Mark and Denise were on point with the crisp, icy Glasurit white, which stands apart from the factory GM options without distracting from the ample

**THIS 52-YEAR-OLD CAMARO HAS BEEN
UTTERLY TRANSFORMED THANKS TO CLEAN LINES
VIA SHAVED DRIP RAILS, DELETED WINDOW MOULDS,
FLUSH GLASS AND DOOR HANDLES**





ENGINE

Under the bespoke, unbraced steel reverse-cowl bonnet is a pristine flat firewall with a recessed brake booster and deleted wiper motor, relocated under the guard. Hinges are Ringbrothers items, which complement the raft of billet dress-up gear on the 376-cube LSX, including the Bliss Custom Machining intake and rocker covers

ROCKER COVERS

There are two good reasons that the rocker covers say 'GRUMPY'. "It's my nickname," Mark laughs. "And I wanted a grumpy motor to match – a 427ci with stack injection, but I was talked out of that by an engine builder. Bliss engraved the rocker covers, as well as the intake"

BOOT

Tucked behind the leather boot panelling is a major part of the Camaro's electronic infrastructure thanks to Craig from Logan Mobile Auto Electrics. Here sits the battery, Dakota Digital dash module, gearbox controller, central locking gear, fuse box, as well as a fitment manual created by Weavers

CAR

"This is the first full turn-key build that we've done in the nine years that I've been running Weavers Autobody Restorations," Russ says. "We've built a few drags cars to a finished state, but nothing through to registration, and to this extent"



REAR

The filler cap is a billet offering from RideTech flanked by LED tail-lights, with the entire centre section sprayed in a contrasting grey tone. Above, the alloy boot wing is now three-piece and has been built into the car like a factory item



modifications. The finish is both classy and tough, paired with a contrasting grey, colour-matched from the Billet Specialties rims.

Powering the pro tourer is a highly detailed 376ci LSX cratey topped with a mirror-finished Bliss Custom Machining manifold, backed by a user-friendly GM 4L80E trans paired with a Quick 1 controller. At the rear is a Currie nine-inch with Truetrac, 3.55s and stout 35-spline axles.

Yet it's the modernised suspension that elevates this Camaro to pro touring status. Detroit Speed goodies fill the underside, from coil-overs to a bolt-in LHD hydroformed subframe front end and QUADRALink rear suspension. Filling the fenders are 18-inch Billet Specialties Hydros, nicely finished off with Wilwood discs.

Sinister yet practical black-on-black covers every inch of the interior thanks to Shane at Image Trimming. Black leather is swathed over the MOMO Alfa Romeo buckets, matching custom rear pew, modified door trims, Detroit Speed tiller and the hand-formed aluminium centre console.

Not only does this Camaro handle superbly while looking spectacular, it's also 100 per cent street-legal.

"We had Dr Tim come in and engineer it," Russ says. "Mark wanted everything ready for Denise's birthday so that he could give her the Camaro, which was pretty cool. So, if she gets pulled over, the last thing that I want is for her to get defected."

But when all is said and done, it's the relationships formed that are this Camaro's greatest feat.

"I think that's why the car's so nice," Russ says. "Mark and Denise took a lot of my ideas on board and would run things by me first." Mark pipes in, laughing: "We have a running joke that it's Russ's car and we just paid for it. He's taken it to the next level. We were rapt with how it turned out; it has exceeded our expectations."

"But it's not a show car; it's built to be driven," Russ says. "It's Street Elite, sort of. The underneath isn't detailed. Mark drove it straight home to Toowoomba, which is 150km from here in Beenleigh."

But the car sure has its dance card filling quickly. After being unveiled at the Queensland Hot Rod & Street Machine Spectacular in June, the Camaro was rightly chosen as a Superstar and will be heading to Meguiar's MotorEx in May 2020 – with both the owners and builders along for the next leg of the adventure. 

THE CRISP, ICY GLASURIT WHITE STANDS APART FROM THE FACTORY GM OPTIONS WITHOUT DISTRACTING FROM THE AMPLE MODIFICATIONS



DENISE & MARK STOCKWELL 1967 CHEVROLET CAMARO Paint: Glasurit white

DONK

Brand: GM Performance
LSX376-B15

Inlet manifold: Bliss Custom
Machining

Injection: Custom 92mm
fly-by-wire throttlebody,
Sonic Performance Bosch
550cc injectors

ECU: GM Performance
Heads: LSX

Sump: Mast Motorsport

Fuel pump: Holley EFI

Cooling: AdRad radiator, Spal fan,
handmade shroud

Exhaust: Pacemaker 1 1/2 in
headers, 3 in stainless system,
Flowmaster mufflers

Ignition: GM Performance

DRIVELINE

Gearbox: 4L80E, US Shift
Quick 1 controller

Torque converter: Billet 2800rpm
Tailshaft: 3 in

Diff: Currie 9 in, Truetrac, 3.55:1
gears, Currie 35-spline axles

SUSPENSION & BRAKES

Springs: Detroit Speed coil-overs
(f & r)

Front: Detroit Speed hydroform
subframe

Rear: Detroit Speed QUADRALink

Steering: Ididit column, Detroit
Speed steering wheel and boss

Brakes: Wilwood; 330mm rotors
and six-spot calipers (f), 300mm
rotors (r)

Master cylinder: Wilwood,
electric vacuum pump

WHEELS & TYRES

Rims: Billet Specialties Hydro;
18x9 (f), 18 x12 (r)

Rubber: Michelin; 255/35/18 (f),
315/30/18(r)

THANKS

Russ, Anthony Fuller and Raymond
Pledger from Weavers Autobody
Restorations for building the car
and managing the project; Craig
from Logan Mobile Auto Electrics;
Shane from Image Trimming;
Ralph, Troy and Gremels for all
their help, and everyone else who
helped along the way



EXTERIOR

Clean and crisp, the Fesler flush-mount glass and deleted drip rails complement the smoothed yet pumped front-end treatment for a stout pro tourer finish. Kindig-It Design door handles allow the car's lines to remain uninterrupted from front to rear

INTERIOR

Retaining its left-hand-

drive status, the Camaro is steered by a Detroit Speed tiller down through an Ididit column. Grey coats the customised dash, door trim toppers and bespoke alloy console; inside, a B&M shifter neatly tucks through, with air conditioning knobs further afield. Pro tourers are driven, therefore the cabin is kitted out for driving songs with an

Alpine head unit, amp and speakers

DASH

Continuing with the less-is-more approach, a Dakota Digital dash neatly and succinctly offers all of the intel and then some without the need for a dozen gauges

RIMS

The 18in Hydros are aptly part of the Billet Specialties

Pro Touring Series and offer enough width to hug the blacktop along with ample height to engulf the Wilwood discs and calipers. The grey and polished finish breaks up the white backdrop nicely

GLASS

"The fitment of the aftermarket gear – the glass, power windows and panels – were the biggest

challenge," Russ says. "The new turret had to be lengthened to meet with the flush glass. As the glass is exposed – without a mould – there is no leeway, so we modified the body to suit the glass where the gaps weren't right. And we didn't want to trim the glass as it's from America with a long wait to get it. I think it's one of the first Camaro flush glass kits in Australia"



STORY ANDREW BROADLEY
PHOTOS BEN HOSKING

FULL

SEND





TONY ROHR IS GROWING OLD DISGRACEFULLY WITH THIS SHED-BUILT, EIGHT-SECOND VH COMMODORE



BUILDING a race car at home in the shed, taking it to the track and driving it into the eights is an act of considerable bad-arsery for a person of any age. But Tony Rohr, a retired farmer from Mudjee with no formal automotive-related training, has managed to do just that at 77 years young. Sure, you might be cool, but odds are you ain't that cool!

Paint, 'cage and transmission aside, Tony tackled the whole process from go to whoa on his own, with no outside help. He repaired the rust, specced and built the twin-turbo 427ci RHS-blocked LS, fabricated the turbo system, and plumbed, wired and assembled the car from top to bottom and front to back.

The finished product ran out of injector on the ACM Engines hub dyno at just 15psi of boost, but still managed to reel off 1010hp. That was enough to propel the VH down the Sydney Dragway blacktop in 8.88@155mph, with plenty of headroom for further development. Retirement done right!

The whole reason the VH came to be is that Tony's street car – a V2 CV8 Monaro with a big single spooly-boy – ran well into the nines at full weight, complete with air con, cruise control, leather interior, IRS and no safety equipment whatsoever. He grew tired of being sent home from the track by stewards, and in fairness, the car probably wasn't as safe as it should've been.

"I wanted to be able to run quicker times," Tony says. "Because the Monaro didn't have a 'cage, I had to take it all the way to Heathcote to run it, and that was a hassle."

That desire to go faster, coupled with his reluctance to compromise the Monaro's practicality and useability as a street car by adding a rollcage, meant a dedicated race car was the best way forward.

"We were coming back from the Holden Nationals with the Monaro a few years back when my mate Lee Murray mentioned he had a VH at his workshop for sale," Tony explains. And so he picked up the VH, dragged it home, removed the Monaro's 427-cube mill and Turbo 400 auto (replacing them with a cammed and blown six-litre and six-speed manual respectively), and stuck the old single GT4508 under the work bench.

Having already built the engine with an RHS block, Callies DragonSlayer crank, Callies Ultra rods, JE slugs, sizeable solid-roller cam and ETP LS7 heads, Tony stripped and inspected it, threw a set of bearings in it and buttoned it back up again. He then dropped it into the VH and fabbed up a new turbo system to turn the new mirror-imaged Garrett GTX3582R snails.

The nine-inch diff and four-link rear end are McDonald Brothers kit, while the mini-tubs and 'cage were farmed out to local fab shop, Warpipes. Tony repaired the rust, replaced the damaged radiator support panel, took care of the bodywork and shaved the fuel filler and aerial, while Pro Customs tackled the final paint prep and applied Tony's hue of choice – Sting Red. The CV8 was the same colour, as is his VF GTS, and his VZ and VU SS utes before them, so it was unlikely that any other hue was going to get a look in!

The VH might be a dedicated race car, but it uses

ENGINE BAY: Billet dress-up gear from Lowe Fabrications, a sheet-metal intake manifold from Shaun's Custom Alloy and miles of braided line make for a neat engine bay. The owner-fabbed turbo system looks great and works brilliantly, while the 1000+hp, 427ci donk is controlled and monitored by a Haltech Elite 2000 ECU

REAR END: The diff and four-link rear end was sourced from McDonald Brothers. Using the standard pick-up points, it features tubular arms and Viking coil-overs for adjustability. The diff itself is a 9in with a full spool and 35-spline axles

EXTERIOR: Body-wise, the car is fairly standard except for a shaved fuel filler and aerial, and a Hornet scoop that draws in gobs of cool air and jams it straight down the gullets of the twin Garrett GTX3582R hairdryers. The car is all steel, while the rear and side windows are Lexan. It's Tony's sixth car in Holden Sting Red; he reckons red ones go faster!

PAINT, ROLLCAGE AND TRANSMISSION ASIDE, TONY TACKLED THE WHOLE PROCESS FROM GO TO WHOA WITH NO OUTSIDE HELP





**IT FEELS GREAT WHEN PEOPLE COME UP AT
THE DRAGS AND TALK ABOUT HOW NEATLY PUT
TOGETHER THE CAR IS**



stock suspension pick-up points and runs on a small tyre. If Tony was to add side glass, wipers and a full exhaust system, it would be every bit as much of a streeter as the quicker stuff we see at Drag Challenge. As far as race cars go, it's also remarkably well presented and well thought out, with Tony's skills honed over six decades of mucking around with cars.

"There don't seem to be a lot of blokes my age playing with cars," Tony says. "I'm only an old broken-down farmer, so it feels great when people come up at the drags and talk about how neatly put together the car is. It's nothing particularly flashy, but it's neat, and it works."

And Tony's not done yet. "It should still go a little quicker; an 8.6 would be nice, though it's only teched down to 8.5 seconds. From there it will need injectors and a fuel pump upgrade to go faster," he says. "Other than that, I built a low 10-second VK for my son Pete with a nitrous 408ci LS, and I really want to tame it down a bit so he can use it as more of a street car; it's a bit too cranky at the moment. I've picked up an LSA for a good price, so I'll pull that down and do the usual stuff to it; that'll probably end up in the VK. I also have a VL wagon in the shed that I'll have to do something with. I might make a Drag Challenge car out of it. I reckon a wagon would be handy for that; it even has a tow bar!"

No rest for the wicked, then!

WHEELS:

The wheels are something different to your usual Welds or Center Lines – Max Wheels in 15x4 on the front, and 15x11 with beadlocks wearing Hoosier 28x10.5s on the rear. VT discs on the pointy end and VH discs on the rear slow the old girl, aided by a parachute, of course

INTERIOR:

Things are as you'd expect in the cabin: rollcage, sports buckets and steering wheel, Haltech dash, and sheet-metal door trims. Despite the tubs, Tony has retained the factory rear seat so he can take his mates for happy laps at Powercruise

HISTORY LESSON

TONY reckons he's been playing with cars for a good 60 years now. "I put a set of rings in my first car; I suppose I would have been 17 or 18 at the time," he says.

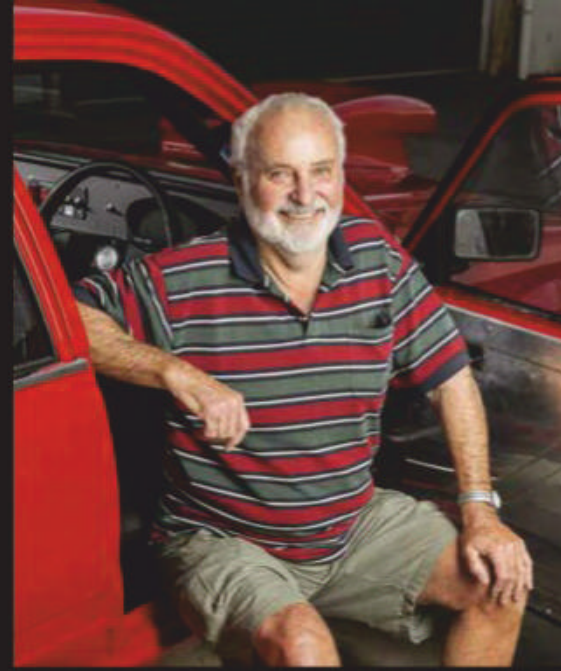
"My first modified car was an FJ ute that ended up with an X2 carby set-up on it, then an S-series Valiant that had a hot slant in it with triples at first, then a 327ci small-block Chev from Bill Warner in the mid-60s. I'd always wanted a V8 and there were hardly any around, other than sidevalve Fords. It was a fairly new car at the time, and eventually I put a tunnel-rammed big-block Mopar in it in the early 70s when the GT Falcons were the thing to beat. It went 12.7s at Castlereagh with the standard mechanical fuel pump; it used to run out of fuel in the deep end. It was my road car; I used to drive it everywhere. That combo then went into a

T-bucket-based dragster, but I sold it before ever I got it to the track.

"I had a VL Turbo and a VN V8 in the 80s, and built a 13B RX-7 that was a quick little street car in the 90s, but then I had a break from cars for a while.

"I got interested again when LS engines came out and I was impressed with how responsive to modifications they were. I bought a VU SS ute and put a Harrop blower on it, and eventually upgraded to a VZ, which I put a 440ci turbo LSX in. It was a manual, made over 800rwhp and ran 10s at Heathcote. That engine went into a VY One Tonner burnout car – but with nitrous instead of a turbo – and the turbo set-up went onto the CV8.

"I guess you could say cars have kept me out of strife in my retirement!"



TONY ROHR
1982 HOLDEN VH
COMMODORE
Paint: Sting Red

ENGINE

Brand: 427ci LS, RHS block
Induction: Shaun's Custom Alloy intake manifold
ECU: Haltech Elite 2000
Turbo: Twin Garrett GTX3582R
Heads: ETP LS7
Camshaft: 244/246@.050in, .644in lift
Conrods: Callies Ultra I-beam
Pistons: JE forged
Crank: Callies DragonSlayer
Oil pump: Melling
Fuel system: MagnaFuel
Cooling: VZ alloy radiator, Davies Craig water pump, SPAL fans
Exhaust: Custom turbo manifolds and bullhorns
Ignition: ICE coils & leads

TRANSMISSION

Gearbox: Turbo 400
Converter: Dominator 3500rpm
Diff: 9in, full spool, 35-spline axles

SUSPENSION & BRAKES

Front: Otomoto coil-overs, Pedders 90/10 shocks
Rear: Viking double adjustable coil-overs
Brakes: VT discs and calipers (f), VH discs and calipers (r)
Master cylinder: Wilwood

WHEELS & TYRES

Rims: Max Wheel; 15x4 (f), 15x11 (r)
Rubber: Hoosier front-runners (f), Hoosier 28x10.5in (r)

THANKS

Adam Cope at ACM Engines for ongoing tuning and advice; Haltech – computer system and support; my wife Jill for her patience and understanding; my son Peter for his ongoing and unending support of all my efforts and undertakings with the race cars over many years, and his assistance with computer operation; Warpipes for the fabrication work; Pro Customs for the paintwork; Wetherill Engine Reconditioning for machining and balancing work





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SPRING FEVER



AFTER 27 YEARS, SPRINGNATS IS
STILL LIGHTING UP SHEPPARTON





STORY STEVE TITCUMB PHOTOS LUKE HUNTER



SPRINGNATS is one of Australia's longest-running car events, and central to its appeal is the Shepparton Showgrounds burnout pad – one of the largest in all the land. As well as burnouts, the 2019 event, which took place 22-24 November, offered the usual show 'n' shine, a massive street cruise through the centre of town, and autokhana, grab-a-flag and go-to-whoa competitions. It's not hard to see why people travel from as far away as Adelaide or even Kandos in northern NSW for the three-day party.

It all teed off with Friday evening's four-hour burnout expression session. The free time out on the pad served as a test-and-tune and

practice opportunity for competitors, allowing them to get to grips with their machines and the pad without the pressure of the judges looking on.

On Saturday morning, the show hall opened up for the public to check out the sweet rides on display. Meanwhile, the driving events, including the autokhana, grab-a-flag and heads-up go-to-whoa kicked into action on the pad, running through until mid-afternoon, when entrants hit the roads for the street cruise.

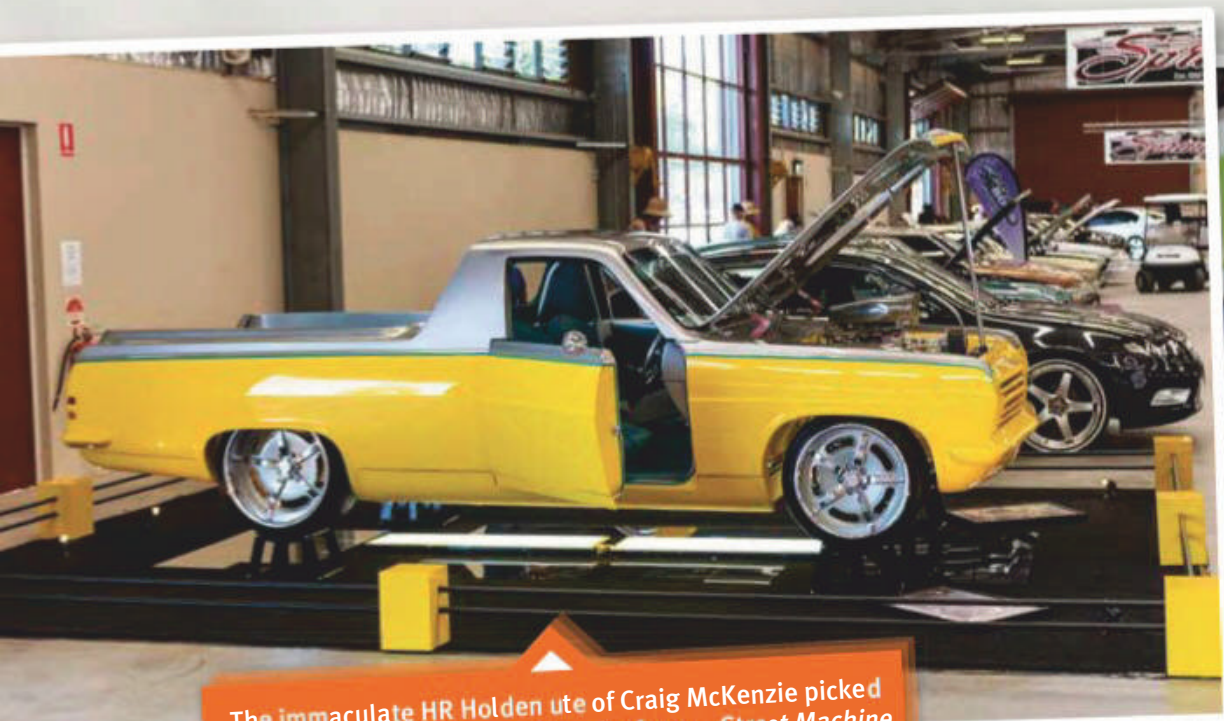
The cruise route ran to the Aussie Hotel at the northern end of the Maude Street Mall, and was held under a permit that allowed even the wildest unregistered entrant cars to

take to the streets on their way to the public display in and around the mall. Once all the cars were parked in place, a nitro funny car was fired up in the middle of the intersection and the throttle given a few blats, allowing locals a taste of the ground-trembling force only a blown, injected nitro motor can provide!

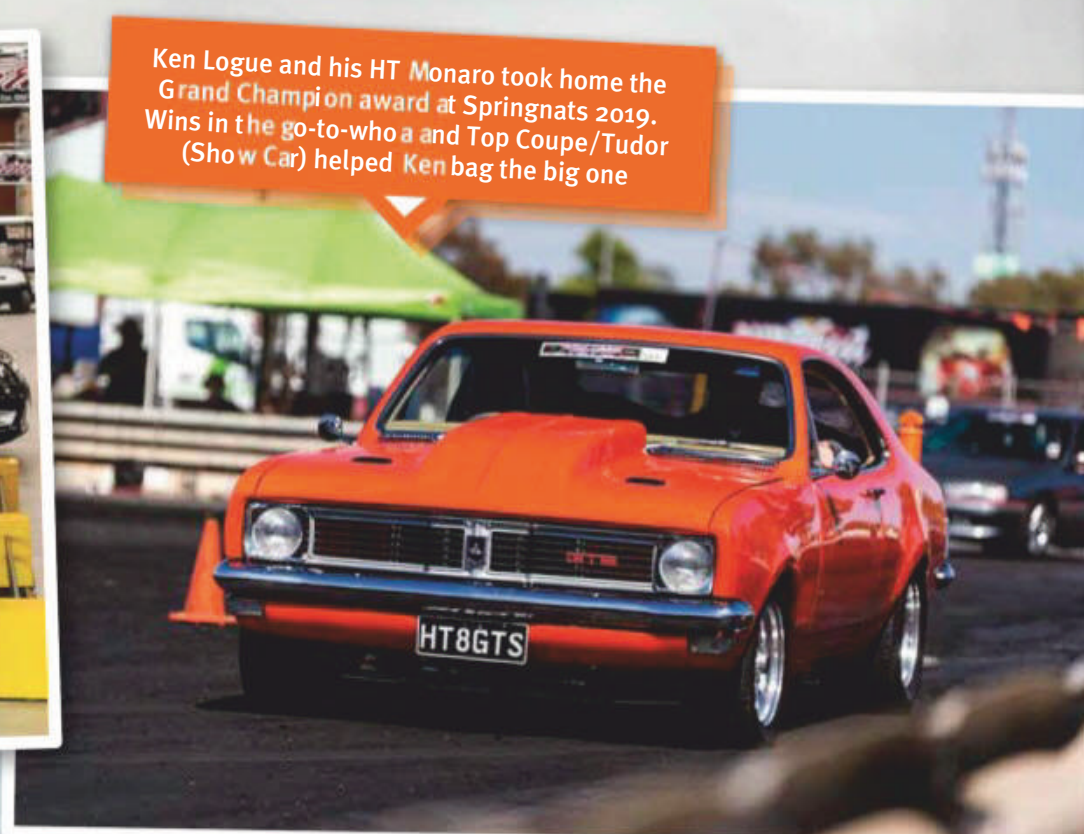
After the street display, the entrant cars and spectators slowly snaked their way back along the cruise route to the showgrounds, where the burnout qualifying round was about to hit the pad.

With a full entrant list, qualifying ran late into the night, with everything from six-cylinder mang-mobiles to blown, methanol-injected V8 Pro class cars attacking the pad in a bid

THE CRUISE WAS HELD UNDER A PERMIT THAT ALLOWED EVEN THE WILDEST UNREGISTERED ENTRANT CARS TO TAKE TO THE STREETS



The immaculate HR Holden ute of Craig McKenzie picked up Champion Overall Show Car, the former *Street Machine* cover car still looking as good as ever



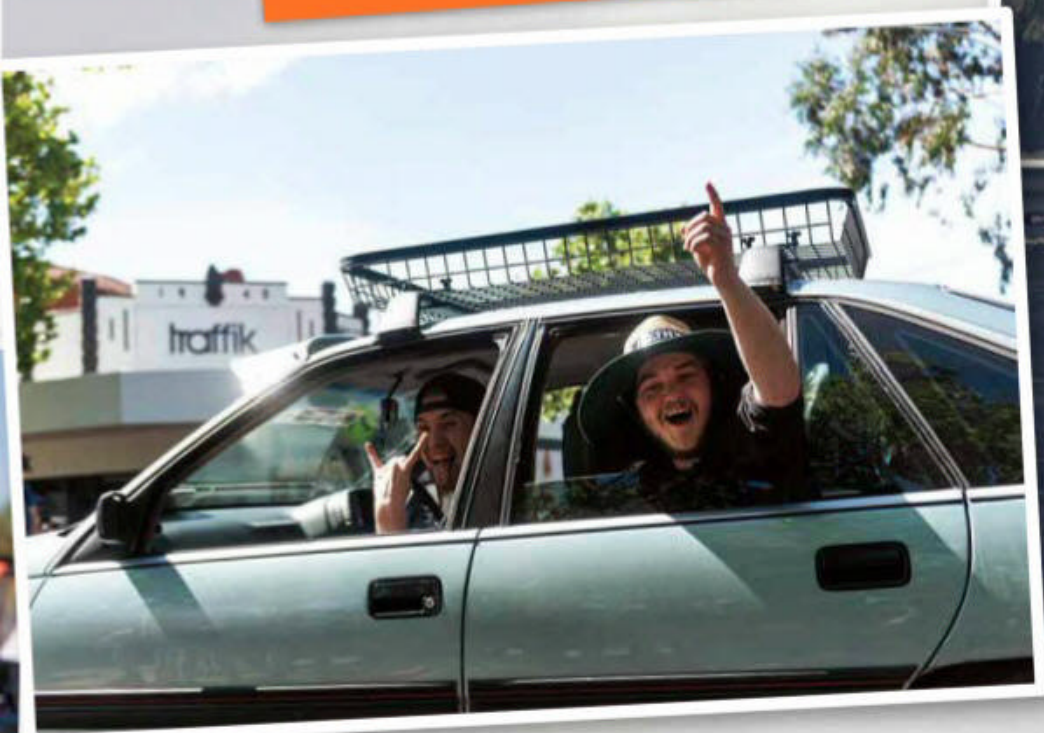
Ken Logue and his HT Monaro took home the Grand Champion award at Springnats 2019. Wins in the go-to-whoa and Top Coupe/Tudor (Show Car) helped Ken bag the big one



The QUIET₁ VS Commodore of Trent Brooks scored third place in the burnouts. The airbrushed wagon was anything but quiet though, with the blown, injected LS screaming its way around the pad all weekend



Cameron Borserio's 1970 Toyota HiLux is powered by a turbo 13B Mazda rotary. "I bought it from Queensland to go drag racing," Cameron said. "It makes 425hp at the wheels and has run an 11.2sec quarter-mile. The turbo is a Garrett To4, the trans is a Jatco and the rear end is a later-model HiLux diff. It's fully engineered and street-registered too"



Tim McEwan's HQ GTS Monaro tribute was an eye-catcher at Springnats. "The plan was to build a street-driven car that I could drive any day of the week and take out onto the pad to put on a show with," Tim said. "The motor was built by Melway Competition Engines; it's a truck block with a nitrided steel 427 crank, H-beam rods, custom high-comp pistons and a nitrided steel 427 crank, H-beam rods, custom high-comp pistons and Brodix alloy heads. It runs on E85 and made a healthy 700hp naturally aspirated, and with a little shot of nitrous it made 900hp"



Paul Coulson's LS1-powered HQ coupe is one to make the purists cringe! There's not a lot of original factory steel left; the original floor- and bootpan are long gone, and the rear quarters are opened up to fit 33in slicks on 15x15 rims. "Some folks don't even like me skidding it," Paul admitted, "but what else do I do with it – just sit it in the shed and look at it?"



Parked next to Les's ute was Springnats regular Brian Montasell's XY Falcon ute, built in the Ballarat area in the late 1980s and early 90s, when it was given the 3.5in roof chop. The ute runs a half-chassis with a tubbed rear end and is powered by a 600hp Cleveland with a Powerglide behind it



Springnats promoter Les Adams's chop-topped Holden ute hadn't been seen in public since 1999. "I parked it in the shed back on my 40th birthday, but I've been paying rego on it ever since so it was time to give the ol' girl a wash and some Sandman stripes," he said. "It runs a 350 Chev, Top Loader and 9in"

First place in the burnouts was Tim Barby in MOJO, his blown LS-powered Austin A50. "You better get your camera ready; I reckon this is going to end with a fire or the rods out," he declared just before his finals run. "There's a rattle somewhere in the engine, but I'm just going to send it anyway." Tim did just that, throwing the Austin from one end of the pad to the other, riding the limiter all the way out the back door to take the win



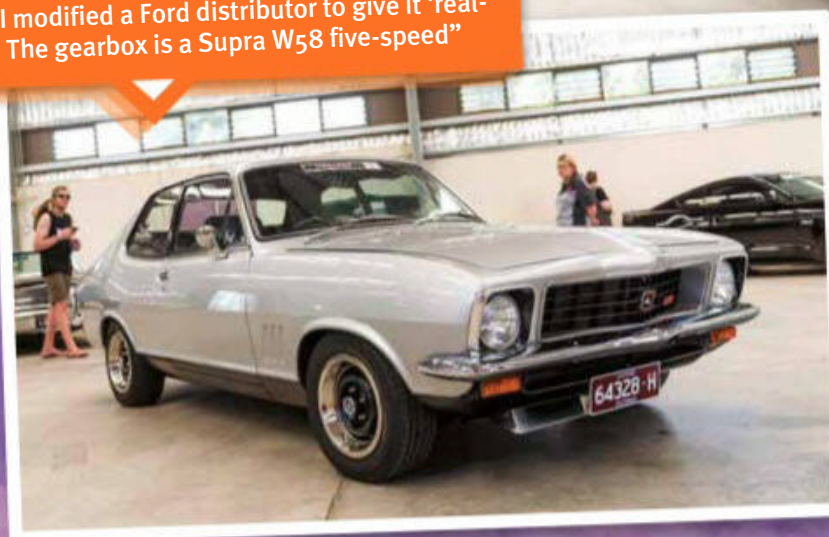
Joe Tyler proved his EH wagon (SM, Oct '19) is no show pony, taking Shepparton Deputy Mayor Dinny Adem for a wild ride during a demonstration burnout. Joe was back out again on Saturday afternoon for the qualifying round, once again punishing the wagon and earning him a spot in the finals. Unfortunately, his Sunday finals tilt ended when the spline on the throttle pedal failed



Chris Ioannou's genuine LJ GTR Torana was a real standout. "The motor was built by Shane Cable; it's a 202 blue-motor bottom end with a Yella Terra head," he said. "The individual EFI throttlebodies are controlled by a MicroTech computer, and I modified a Ford distributor to give it 'real-time tuning'. The gearbox is a Supra W58 five-speed"



Jed Sheppard had two cars on display in the show hall: a supercharged 1955 Studebaker President Speedster and an FX Holden ex-race car. "The Studebaker's running a 289ci Stude R2 motor that's been mildly worked over, with about 10lb of boost being fed into it from the Paxton supercharger," Jed said. "The FX is Ron Hassock's old race car. Since I've had it the whole car has been restored with period-correct parts. It still has Ron's old race motor in it with triple Stromberg carbies, ported head and a three-speed crashbox behind it"

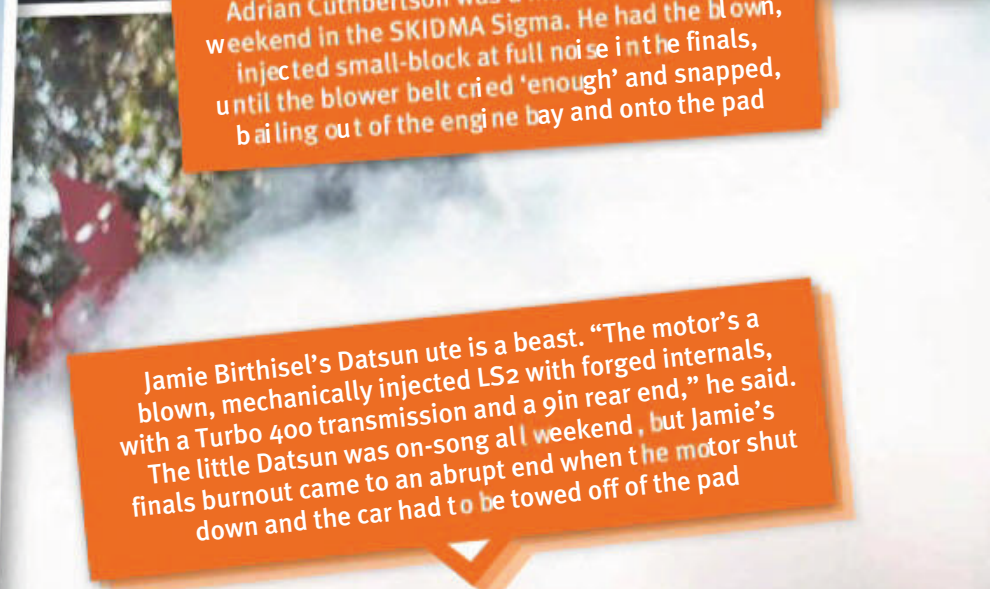




Jock Clayton's FG Barra-powered Ford Ka certainly belongs in the 'now that's different' category. Jock had to get inventive to squeeze the naturally aspirated Barra into the Ka's miniscule engine bay, setting the motor back a country mile to clear the front crossmember, as well as offsetting it 4in to the right to clear the power-steering rack



Adrian Cuthbertson was a man on a mission all weekend in the SKIDMA Sigma. He had the blown, injected small-block at full noise in the finals, until the blower belt cried 'enough' and snapped, bailing out of the engine bay and onto the pad



Jamie Birthisel's Datsun ute is a beast. "The motor's a blown, mechanically injected LS2 with forged internals, with a Turbo 400 transmission and a gin rear end," he said. The little Datsun was on-song all weekend, but Jamie's finals burnout came to an abrupt end when the motor shut down and the car had to be towed off of the pad

SPRINGNATS TOP 10

JOE CANNATA - HOLDEN TORANA
FRITS PEL - FORD XC PANEL VAN
PETER SPENCE - HOLDEN LX TORANA SL/R
MICK SAPIENZA - HOLDEN HQ
CRAIG McKENZIE - HOLDEN HR
ADAM HALDANE - HOLDEN HQ
KEN LOGUE - HOLDEN HT GTS MONARO
BRAD MURNANE - HOLDEN LJ TORANA
ROSS MAYES - 1932 FORD
ADAM SLORACH - HOLDEN HB TORANA

MAYOR'S CHOICE AWARD

BRIANA CABLE - FORD ESCORT

CHAMPION FEMALE

LINDA WILEY - HOLDEN VY SS

CHAMPION SHOW CAR

CRAIG McKENZIE - HOLDEN HR

CHAMPION STREET CAR

MICK SAPIENZA - HOLDEN HQ

SPRINGNATS GRAND CHAMPION

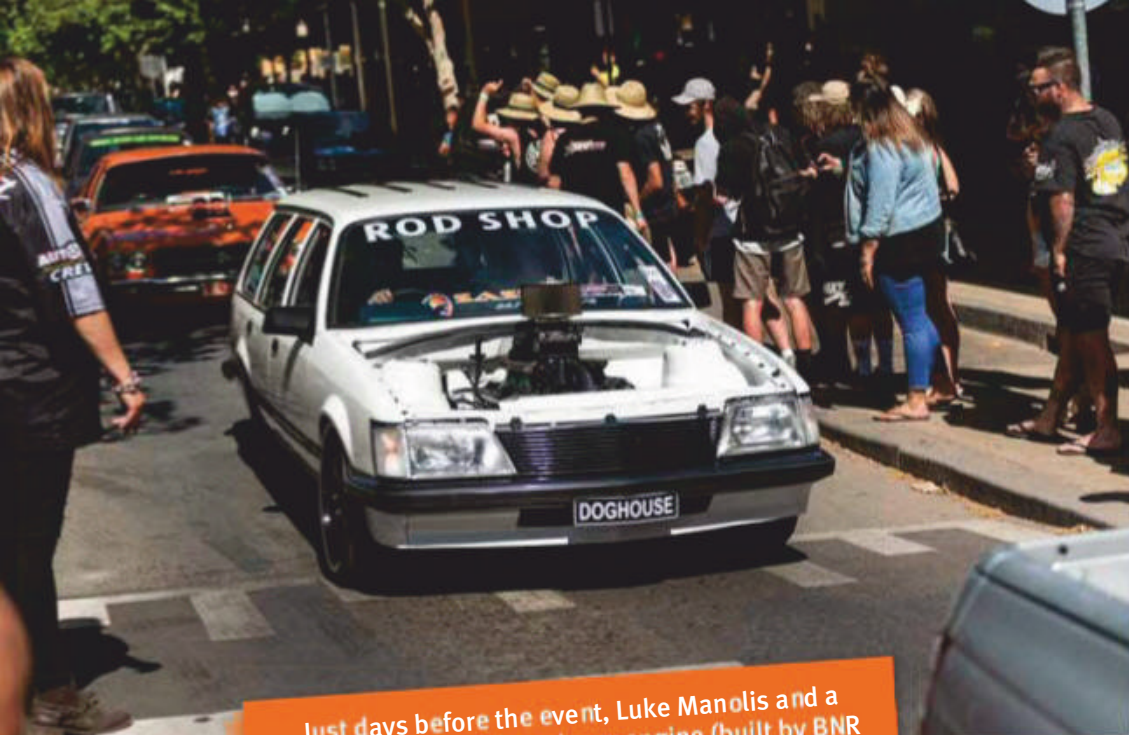
KEN LOGUE - HOLDEN HT GTS MONARO

CHAMPION OVERALL N/A BURNOUT

LUKE MANOLIS - HOLDEN VE

CHAMPION OVERALL PRO BURNOUT

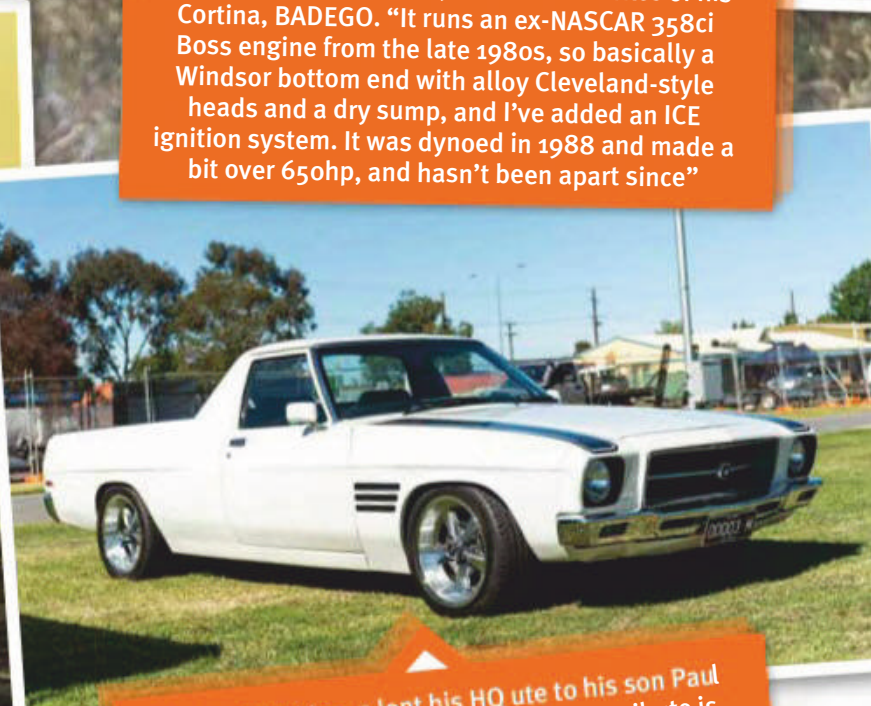
TIM BARBY - AUSTIN A50



Just days before the event, Luke Manolis and a few mates fitted a brand new engine (built by BNR Engines) into his VE Commodore, NONAME, before taking it onto the Springnats burnout pad and putting several big names in blown and injected cars to shame by taking home fourth place overall



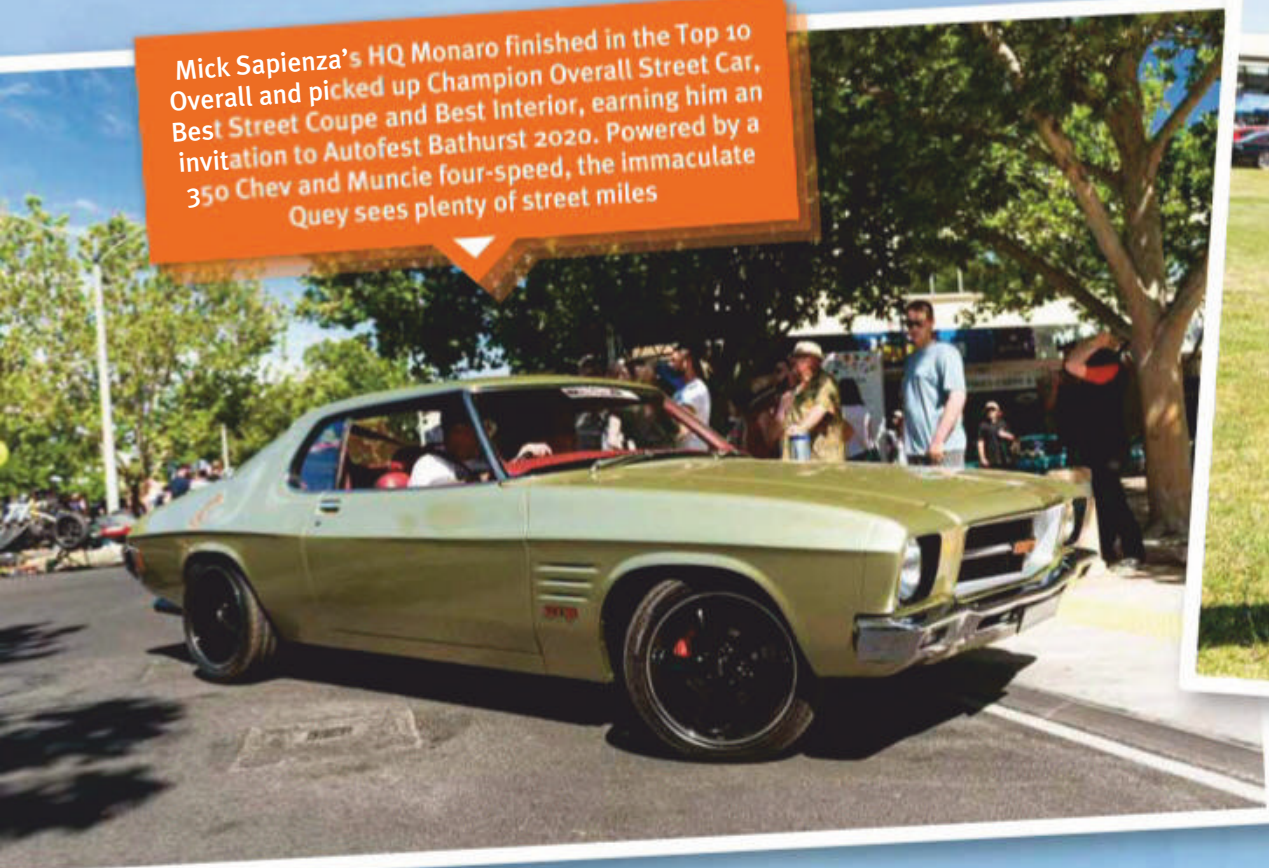
"It's a TD with a TC front," said Brett Parkes of his Cortina, BADEGO. "It runs an ex-NASCAR 358ci Boss engine from the late 1980s, so basically a Windsor bottom end with alloy Cleveland-style heads and a dry sump, and I've added an ICE ignition system. It was dynoed in 1988 and made a bit over 650hp, and hasn't been apart since"



Michael Wilkinson lent his HQ ute to his son Paul to display at Springnats. The Sandman tribute is powered by a 6.0L L98 and six-speed auto out of a VE Commodore, backed by a disc-brake 9in. Alloy 17in GTS-style rims complete the cruiser's retro exterior, while the inside is trimmed in original period-style black vinyl



Mick Sapienza's HQ Monaro finished in the Top 10 Overall and picked up Champion Overall Street Car, Best Street Coupe and Best Interior, earning him an invitation to Autofest Bathurst 2020. Powered by a 350 Chev and Muncie four-speed, the immaculate Quey sees plenty of street miles



to make the Sunday finals. Springnats even has a special 'Young Guns' class for youthful burnout enthusiasts to have a crack at the huge pad.

Competition was fierce, with entrants pushing engines to their limits – and indeed limiters. The night sky was lit up with tyre and engine bay fires, as several cars ended up going rods-out, leaving the pad slippery. Some drivers struggled to maintain control; a handful even ended up kissing the barriers.

Sunday at Springnats saw the driving action continue. Those competing for Grand Champion brought out their show cars to amass points in the driving events in a bid to win the big prize. Ken Logue in his immaculate

orange HT GTS Monaro certainly didn't hold back, giving the car everything it had and even ending up sideways between the barriers at the finish line of the go-to-whoa on several occasions. Ken ended up winning not only Grand Champion, but also the go-to-whoa and the award for Top Coupe/Tudor (Show Car).

Then it was time for the weekend's climax: the fiercely competitive burnout finals. With such a large pad, there was plenty of room for massive tip-ins and high-speed end-to-end manoeuvres.

There were some top efforts put in by the likes of Rick Fuller in his recently refurbished VK Commodore, LSONE, with Rick using

almost every inch of the pad on his way to killing the tyres. Ryan Pearson had his blown, injected small block-powered HOLDON HT screaming all weekend, but unfortunately a slight barrier nudge cost him dearly in the finals. Coming out on top for the third year in a row was Tim Barby in his blown LS-powered Austin A50, MOJO. Pumping out constant smoke with consistently high revs (plus plenty of limiter action on his way off the pad), Tim punished the car all weekend, putting it all on the line to take the win in the finals.

When the smoke had cleared, signalling the end of the event for another year, it was evident that, even after nearly three decades, Springnats still delivers. 🏁

WITH SUCH A LARGE PAD, THERE WAS PLENTY OF ROOM FOR MASSIVE TIP-INS AND HIGH-SPEED END-TO-END MANOEUVRES



Russell Harris came second in the burnouts in his blown, injected VL, L005E – despite giving the barriers a tap during his final's run

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**ALEX AND ADRIAN FENECH FOUND THE
ULTIMATE FATHER-SON PROJECT IN THIS
BLOWN LS-POWERED LX TORANA**



QUALITY TIME

STORY &
PHOTOS
BEN HOSKING



AS A kid, Alex Fenech attended some of the earliest Summernats events, and will never forget the impression they made. “There were blowers and big tubs everywhere,” he recalls. “That’s where it all started for me. I grew up always wanting a car with that pro street look.”

Now a 47-year-old trucking company owner, Alex has had his fair share of bruising street cars, including an HT Monaro GTS, an XD ESP Falcon, a ’57 Bel Air and a blown ’32 rod. Truth be told, this low-slung 1977 LX Torana sedan wasn’t his initial choice for his next project.

“I had bought an FB Holden and originally intended to build that up with a big blown motor and fat rear end,” he says. “I bought a supercharged six-litre L98 from a guy in Melbourne who competes in the burnout competition at Summernats, and we successfully fitted the engine into the front of the FB, but I couldn’t get it passed for rego.”

With this setback, the FB was sold off and Alex looked for a new car to house the engine. It wasn’t long before he found what he was looking for in the shape of a super-clean LX Torana rolling shell, which was already sporting some choice mods and had most of the bodywork completed.

“A mate and I left Sydney at 5am for Melbourne, arrived at 3pm, bought the car, got it on the trailer and turned around – a one-day trip,” Alex says. “It had already copped a McDonald Brothers four-link, nine-inch conversion and wheel tubs.”

While the car didn’t come with a whole lot in terms of spares or, well, anything really, the panels were ship-shape and free of any nasty surprises. “It was really straight,” Alex confirms. “We rubbed it all back and re-high-filled it in the shed at home before sending it out for paint.”

Ah, the humble shed: a place where magic and nightmares can unfold in equal measure. Thankfully for Alex, his shed wasn’t just somewhere to build a tough new street machine, but also a place to forge happy memories and strengthen the bonds between him and his teenage son, Adrian.

“I bought the shell back in 2014 when my son Adrian was 14 years old. We said: ‘Let’s build it together.’ The Torana only left the shed to get the paint done.”



A MATE AND I LEFT SYDNEY AT 5AM FOR MELBOURNE, ARRIVED AT 3PM, BOUGHT THE CAR, GOT IT ON THE TRAILER AND TURNED AROUND – A ONE-DAY TRIP





Two 750cfm Holley carbs sit on top of a Weiland 6/71 pump, which is mated to the L98 via a custom manifold. With the bonnet closed, it looks fittingly old-school, but offers all the reliability and power-making capabilities of the LS engine family

Sourced from a well-known Summernats burnout competitor, this blown L98 6.0L combo has been built to last and has no trouble turning those mammoth 29in M/T rear treads into smoke. It features a Crower crank, Arias 10:1 pistons and Oliver rods, along with the original L98 heads and a Clive Cams bumpstick



INTERIOR: Alex's Torana offers a spartan black-on-black colour palette, the only deviation being the fire extinguisher and the blue of the Haltech digital dash. While the latter is a decidedly new-school bit of kit, Alex felt it a better alternative to cutting up the original dash

WHEELS: Despite the size difference between the 29x15 Mickey Thompson rear tyres and the 145/15 front-runners, Alex says the car is really nice to cruise in, thanks in large part to the entirely rebuilt steering and suspension



Now a 19-year-old fourth-year apprentice mechanic, Adrian proved to be the perfect garage buddy, with a combination of youthful enthusiasm and hands-on skill. He had previously turned his talents to installing a set of mini-tubs and a self-built exhaust system in his own 347ci Ford Capri, which he bought at age 16. The black LX wasn't even the only project car the pair was working on, with a matching blue and silver SL/R 5000-style sedan completed at around the same time. "That one was more of a restoration project and we had no intention of selling it, but a woman saw the car and wouldn't leave until we agreed to sell it to her," Alex says.

Alex and Adrian used the funds from the sale to complete the LX, which returned home sporting a mirror-finish coat of PPG Jet Black paint that really highlights the smoothness of the bodywork. "The colour decision was hard, as there are so many Toranas out there," Alex says. "But black is an old-school colour and everything else goes with it. Plus, the body was just too good to cover in white or something that wouldn't show off how straight it is."

There's no doubting the impact of the colour choice – especially when combined with the equally old-school Weld rims and dumped pro street stance. Oh, and that pair of Holleys and air cleaners poking through the bonnet.

It would be fair to say that Alex was taking a gamble by buying

an old burnout car engine, but things have so far worked in his favour. The L98's bottom end boasts a Crower crank, Oliver rods and Arias pistons, retaining the factory cubic capacity and 10:1 static comp. The OE heads also remain in place, although a Clive cam now actuates the valves.

It's up top where things get more visually stimulating, with a custom intake manifold mating the Weiand 6/71 supercharger to the valley of the L98. Above this are two 750cfm Holley carbs that mix the bulk air and PULP. Alex says the combo has been good enough to make 718hp at the flywheel on just 8psi.

Power makes its way rearward via a Hughes manualised two-speed Powerglide and 3800rpm TCI stall converter before reaching a nine-inch diff with 31-spline Moser axles and 3.77:1 gears.

Despite the grunt and the mammoth rear rubber, Alex reckons the car is a pure pleasure on the road. "It drives beautifully," he says. "All the suspension has been rebuilt: new steering box, tie-rod ends, ball joints, bushings and Spax adjustable coil-overs in the rear," he says. "We also upgraded the brakes with HQ front discs and a Wilwood master cylinder and booster delete. The rear end has XY Falcon drums."

There was very little in the way of interior parts when Alex bought the car, so he and Adrian had to source most of the items to finish off the cabin. "It came with a couple of boxes of bits, like nuts and

THE BODY WAS JUST TOO GOOD TO COVER IN WHITE OR SOMETHING THAT WOULDN'T SHOW OFF HOW STRAIGHT IT IS





ALEX FENECH
1977 HOLDEN
LX TORANA
Paint: PPG Jet Black

ENGINE
Brand: GM L98 6.0L
Induction: Custom sheet-metal intake manifold, Weiand 6/71 supercharger, two Holley 750cfm carbs
Heads: L98
Camshaft: 248/248 Clive cam, Isky lifters and springs
Conrods: Oliver

Pistons: Arias 10:1
Crank: Crower
Oil pump: Melling; Castlemaine Rod Shop custom sump
Fuel system: Holley EFI pump (PULP), Aeromotive FPR, braided lines, custom Race Solutions 60L cell
Cooling: PWR alloy radiator, twin thermo fans
Exhaust: Castlemaine Rod Shop 1 7/8in headers, twin 3in mild-steel pipes, Lukey mufflers

Ignition: MSD 6LS 2
TRANSMISSION
Gearbox: Hughes manualised Powerglide
Converter: 3800rpm TCI stall
Diff: Ford 9in, 31-spline Moser axles, 3.77:1 gears

SUSPENSION & BRAKES
Front: Monroe shocks, Pedders springs
Rear: Spax coil-overs, McDonald Brothers four-link, McDonald Brothers wheel tubs

Brakes: HQ discs and calipers (f), XY Falcon drums (r)
Master cylinder: Wilwood with booster delete

WHEELS & TYRES
Rims: Weld; 15x4 (f), 15x12 (r)
Rubber: Nankang 145/15 (f), M/T 29x15.5x15 (r)

THANKS
 Fenech Performance; TT Auto Rewiring; Turbo Exhaust Centre; Race Solutions; Just Upholstery; Castlemaine Rod

Shop; Flemo (concept and design); Sam (brake and fuel lines); Richie (paint and panel); Mick (guidance); my lovely wife Jackie for her support

.....
BOOT: Alex scored the Torana as a primed rolling shell having already copped the McDonald Brothers wheel tubs, four-link and gin conversion. With a custom Race Solutions 60L fuel cell and some slick PPG Jet Black paint, the finished car is a masterclass in minimalism for the street

bolts, but not much else," he says. "It did come with some rusty old seat springs, which I had restored and used in the car."

Alex also added G-Pak door trims and largely stock-looking trim – save for the ratchet shifter, classic-looking SAAS tiller and Haltech digital dash. You won't find any car audio gear lurking in this beastly street car – you wouldn't hear it anyway.

In all, the build took three years of work in the pair's spare time (not forgetting the parallel SL/R-style resto they undertook at the same time). Now it's finished, Alex just hopes to enjoy it and maybe get it out to the track at some point to see what it can do.

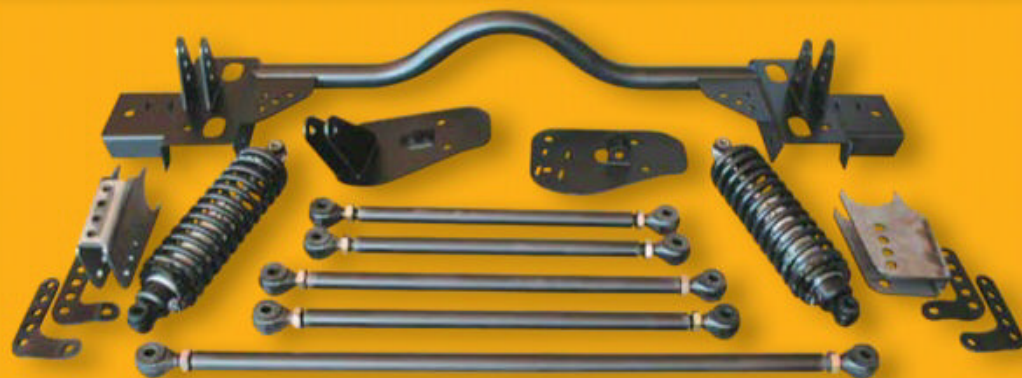
"My favourite part of the build was simply being able to do it all with Adrian," he says. In fact, Alex hopes to start work on a new project soon, this time an HK Monaro that will also sport a tough pro street look but be powered by a twin-turbo LS. "I'll keep the Torana, though," he says.

That's going to be one hell of a family collection! 🗝️



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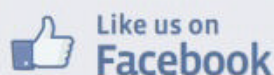
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**BENEATH THIS XY UTE'S
GT-TRIBUTE SKIN LURKS HOPE FOR
PETROLHEAD HUMANITY**



STORY NATHAN PONCHARD
PHOTOS NATHAN DUFF



GENERATION NEXT



**THIS YOUNG QUEENSLANDER KNOWS THAT 'DOIN'
THE HARD YARDS' DOESN'T MEAN MOWING THE
LAWN UP A REALLY STEEP BLOCK**



IF YOU doubt the intentions of generation whatever-we're-up-to-now, then don't judge this fastidiously clean, factory-esque XY ute by the birth date on its owner's licence. There's a young bloke up in Queensland who knows that 'doin' the hard yards' doesn't mean mowing the lawn up a really steep block. It's about getting out of something what you put into it.

In the case of this pristine 1971 XY Falcon ute owned (and largely built) by Tyler Davey, that's four years of painstaking labour at nights and weekends trying to achieve a look faithful to what Ford Australia might have done in '71 had there been a market for tough utes back then. And making sure the oily bits are man enough to match the faux GTHO cover art. Working on the tools at John White Race Engines in Narangba (north of Brisbane) pretty much guaranteed that, and Tyler's bored and stroked 414ci Windsor is proof – the first engine he's built from scratch, powering his first-ever project.

The initial plan was a Ford with four doors and a bangin' donk, though nothing too extreme. When Tyler's dreams of a left-hook '62 Fairlane Sports Coupe or '64 Falcon Sprint, or even an Aussie XM/XP hardtop, became as likely as

full-strength cans at the cricket, his old man came to the rescue with a ute. A suburb away sat an XY Falcon 500, already sandblasted and primed, albeit 20 years ago, and completely dismantled – making Tyler's comment, "I thought it would be a great challenge", sound like the nicest thing ever said by a then 18-year-old.

Being neither a panel beater nor a painter, Tyler entrusted the XY's body and paint (factory Electric Blue – the ute's original colour – in PPG Deltron clear-over-base, flow-coated) to Wes Charles himself at Wes Charles Smash Repairs & Muscle Car Mania in Gatton, then tackled the task of sourcing as much factory stuff for the XY as possible. "I know you can buy a whole lot of reproduction stuff, but it's more challenging to restore the parts and reuse them," Tyler says, having spent 12 months searching for an original fuel-tank access panel for the tray, then discovering they'd started doing them repro.

While the ute was already naked and essentially prepped, the sandblasting and priming had to be done again. Some previous repairs were top stuff (such as the new outer sills) and the tailgate was uncharacteristically rust-free, but the transmission tunnel had to

be modified to fit the Tremec TK600 that Tyler wanted, and the XY was missing its B-pillar moulds and gutter moulds, among other bits. Once sourced, Tyler had the shiny stuff straightened and rechromed, and the factory stainless trim repaired, then set about hand-restoring the original gauges, rim-blow steering wheel, tail-lights and front blinkers himself – "something to learn", as he cleverly puts it.

Born into a drag-racing family, and with his boss in his ear, it's no surprise Tyler's initial plans for a stock 302 with a Top Loader soon became a 351 Windsor, and then a stroker. He bought all the engine parts – AFR Renegade alloy heads, a Scat steel crank with a four-inch stroke, Scat H-beam rods, Milodon sump, Howards solid-roller cam and Scorpion roller rockers – from a customer they'd recently built an engine for, but who wanted to up his horsepower game further. And then Tyler built it himself, with his boss keeping a watchful eye to make sure everything was done right.

While the engine is a magnificent beast – now measuring 414 cubes, fed by a Holley 750 double-pumper mounted on a port-matched Edelbrock manifold and stuffed with RaceTec custom pistons – it's the exquisite attention to detail that stands out. Everything has been

INTERIOR: Aside from a column-mounted Auto Meter tach and a hardy Hurst shifter (hiding a Tremec five-speed) sprouting proudly from the trans tunnel, this XY ute remains factory-correct in every detail, as if Ford at Broadmeadows completed the fit-out itself

EXTERIOR: From shell with bits to seamlessly detailed beast, Tyler's Falcon 500 utility is his first project car (with his first engine built from scratch), now reborn as an XY GT-style trayback with a shedload of shove

BENCH SEAT: Keeping the stock XY bench seat – retrimmed in original 'basket-weave' vinyl with period Ford belts and buckles – not only keeps the look of Tyler's XY 'GT' ute kinda authentic, it means she's still a proper three-berth cruiser



TYLER DAVEY 1971 FORD XY FALCON 500 UTE

Paint: Ford Electric Blue

ENGINE

Brand: 414ci Windsor V8
Induction: Holley 750 street HP double-pumper
Inlet manifold: Edelbrock RPM Air Gap
Heads: AFR Renegade, alloy
Camshaft: Howards solid-roller, 0.625in lift
Conrods: Scat H-beam
Pistons: RaceTec
Crank: Scat steel, internally balanced
Oil pump: Melling high-volume, adjustable
Fuel system: Carter 140gph mechanical fuel pump
Cooling: Proflow alloy radiator with plastic flex-fan
Exhaust: Hurricane

extractors, custom 3in system

Ignition: MSD Pro-Billet distributor; MSD Blaster 3 coil; Eagle leads

TRANSMISSION

Gearbox: Tremec TK600 five-speed manual
Clutch: Direct Clutch Services single-plate
Diff: Ford 9in, Strange Iron centre with micro-polished gears, Detroit locker, 3.80:1 ratio

SUSPENSION & BRAKES

Front: King coil springs with Koni adjustable shocks, Mackay rubber bushes, lowered 2in
Rear: Reset rear leaf springs, Koni adjustable shocks, Mackay rubber bushes

Brakes: Factory XY discs with Girlock XF alloy calipers (f); rebuilt factory drums (r)

Master cylinder: Factory

WHEELS & TYRES

Rims: Reproduction five-slots 14x7 (f & r)
Rubber: Cooper Cobra Radial GT 225/70R14 (f & r)

THANKS

Reid McInnes, Wes Charles and my mate Nik for all their work on the panel, paint and trim; all my mates who helped along the way; my partner Sarah for putting up with the build for the past four years; my parents for allowing it to happen on their back patio! Without them I could never have done this and I owe them a great deal



ENGINE BAY: The sparkling clean, stock-looking engine bay requires close inspection to spot the dummy Autolite battery cover (it's now an engine breather tank). But the 414 cubes grunting away under the true-blue rocker covers are even more deceptive

done to appear as factory as possible, but it's the fake Autolite battery cover – now the breather box for the engine – that underlines Tyler's pursuit of perfection with this XY (the battery is now under the tray next to the fuel tank).

The interior treads the same path, beautifully trimmed by Tyler's good mate Nik (an experienced motor trimmer) in the XY GT's factory 'basket-weave' saddle-brown vinyl, made by Reid at Muscle Car Interiors to suit the ute's three-seater bench. It's a masterful look that perfectly suits the 'stock-but-not' ethos driving the project. And it fits neatly around the Tremec's Hurst shifter with Ultimate Street short-shift mechanism too.

Armed with only two jack stands, no hoist and no tools, Tyler tackled the final assembly himself, bringing his toolbox home from work every night

and on weekends while he essentially rebuilt the XY in three-hour stints on his parents' back patio. The neighbours must've been partial to a ballsy V8 too, as they were very understanding when Tyler started it up at 7pm with no exhaust system on it. Four years later, he now has this exquisitely finished XY 'GT' ute as a fitting tribute to his time, effort and taste.

Even the plates are spot-on – WAS250 – and so is the way it drives, according to Tyler: "In third gear, roll it on and it'll spin up, but if you're gentle enough it hooks up really well." And that's with 452rwhp being fed to period-looking Cooper Cobra Radial GT 225/70R14 rear boots.

More horsepower than grip, just like anything decent from the past. Good way to learn that you get out of something what you put into it. 🛠️

BREAK IN TRANSMISSION

SQUEEZING the Tremec TK600 into the XY's existing transmission tunnel required more than just lube and deep breathing. With the tunnel size increased, when Tyler tried to mate the engine with the gearbox, the clutch bearing clearance and bellhousing wouldn't go over the standard-size flywheel.

The solution was a small-diameter Ace flywheel to accept the standard-size clutch. But then the pedal had no feel. "It felt terrible," says Tyler, even though it worked properly.

So Tyler bored out the master cylinder for a heavier pedal, which then displaced more fluid so the bearing over-travelled, the hydraulic bearing popped off the housing and the gearbox had to come back out to sort it. Still, if that's the only major build issue, happy days!

WHILE THE 414-CUBE STROKER IS A MAGNIFICENT BEAST – BUILT BY TYLER HIMSELF – IT'S THE EXQUISITE ATTENTION TO DETAIL THAT STANDS OUT



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TAKING FLIGHT



STREET MACHINERS TAKE OFF AT TAREE AIRPORT FOR
ITS FIRST-EVER EIGHTH-MILE DRAG MEETING





LEFT: John Sullings's VF GTS Maloo has nearly 800hp at the treads thanks to its built 7.0L mill. John has a Falcon XR6 ute as a daily, so the Maloo relaxes until the weekends, when it can stretch its legs at events such as Taree

THE PRIVILEGE OF USING THE LOCAL AIRPORT'S HANDY STRETCH OF BITUMEN IS THE RESULT OF A STACK OF EFFORT BY THE MID COAST DRAG RACING ASSOCIATION



WELL, this is pretty freakin' cool. It's a warm, sunny Saturday morning. It's my birthday. I'm seated in my just-finished, restored-with-patina '68 dak-dak that I've been spanning on during those long chilly winter evenings, and I'm about to take it for its first real drive. And it gets better: I'm peering through my helmet at two white lights, waiting for the orange lights to drop to green for my first-ever run at the inaugural Taree Airport drags. Alrighty!

The event is organised and hosted by the Mid Coast Drag Racing Association (MCDRA), and the privilege of using the local airport's handy stretch of bitumen to have some fast fun is the result of a stack of effort and negotiation by the club's committee.

The task began nearly two years ago, when the club was established and immediately began negotiating to host an event at Taree's three-flights-per-day-except-Saturday airport. Originally scheduled for July, a last-minute objection to the event postponed it. With those concerns addressed, the 50 available entries filled quickly after the new October date was announced.

It's easy to see why: Taree is more than three hours north of Sydney, so a cruise to Sydney Dragway on a Wednesday night for a quick number is impossible for most locals. Gunnedah

Airport hosts regular drag meets in the currently devastatingly dusty New England region beyond Tamworth, but for coastal locals that's a five-hour trek via Newcastle.

"We're a new club, so we've never put an event on before," says MCDRA President Nathan Cooper. "We had to think about and plan everything from parking to getting to know the timing system. We needed to get the cars safely down the track, and we wanted everyone to get plenty of runs."

"The event is also a test of the timing system – it hasn't been used in about 18 years," Nathan continues. "It's a hand-me-down from Tamworth Drag Racing Association, which runs the Gunnedah Airport drags. Bill Ausling and the crew from the Tamworth club provided behind-the-scenes advice to us for the 18 months of planning, and some travelled down to help out today."

The day begins with a steady trickle of participants arriving nice and early. The pits area is the blunt end of the airstrip, so it's easy for those of us with trailers to park spoke-like on the grass and roll off the ramps onto the bitumen. However, being an event for street-registered vehicles, most participants drive to arrive. The MCDRA clubbies have already set up most of the required witches' hats and the spectator area, but the startline gantry and Christmas-tree lights need





BELOW LEFT: Rod Bods' Ian Davis (aka Elvis) built this '32 Ford with a punchy blown 6.2L LSA crate motor. With 500-plus horses and a short wheelbase – and a hot track that he later found was boosting tyre pressures – it's not surprising he looped it. "I was halfway down the track with my foot into it and she shifted hard!" Elvis said of the electronically controlled 4L80E auto

BELOW: Barrie Young has owned his '57 Chev for a decade, importing it from the USA. "It had a little blown 327 in it, but I destroyed that at the drags in Alice Springs!" he chuckled. The junk was replaced with a Pryce Engines-built 400 stroker under the 6/71 blower. With just 2psi boost, it delivers its 500hp with great manners





LEFT: Dave Jones was another local keen to be a Taree drags pioneer. The now-13B turbo rotary-powered Mazda 1300 is Dave's first car, and he admitted to being a bit of a lunatic in it when he first hit the road more than 25 years ago. These days it's a cruisy toy that can knock out a 7.3, though it popped a gearbox at Taree

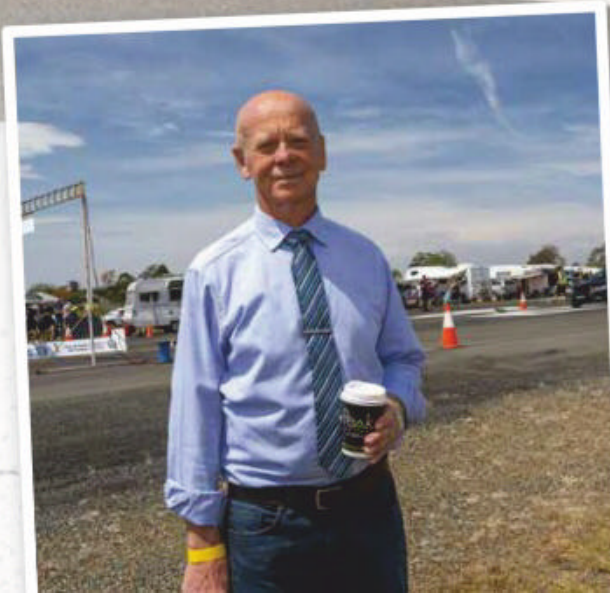
BELOW: With a time of 6.69, Stewart Tinson's 1991 Pulsar GTiR was the second-quickest vehicle (and quickest car) of the event. It's powered by a SR20DET DOHC four-cylinder upgraded with a VVL head taken from a later-model X-Trail. Boost of 35psi and 9000rpm are impressive numbers, but it's the paddle-shifted, air-controlled Holinger sequential six-speed that really gives his car the performance



EVEN WITH THE MENACE OF THE HEAT AND BUSHFIRES ON THE HORIZON, THE WHOLE DAY GOES DOWN AS GREAT AS THE ICY-COLD BEERS WE ENJOY AFTER IT



MAIN: More than 500hp at the wheels means Jake Tyrrell's 1980-model wagon is one of the nuttiest Corollas getting around. The stroked and 30psi-boosted turbo Nissan CA18 has an Aussie-made PPG six-speed sequential 'box behind it. It was the third quickest car at Taree, with a 6.88sec pass



LEFT: "How good was this!" Mid-Coast Council Mayor David West exclaimed at day's end. "Regional Australia needs places and events like this, where people can demonstrate a bit of driving skill, and of course their mechanical skills. Plus, with an event like this there's no excuse for doing it on the street. It was great to be there to support it"



LEFT: It wasn't a good start to the day for Adam Williams and his beaut red EH. A loose wire stopped the zappies to his triple sidedraught-injected 208ci Holden six. But it was just a tiny setback in this car's remarkable life: Adam bought it more than three decades ago at age 16, and got his licence in it! With the electrical issues fixed, the EH laid down a 9.04



BELOW: Dave Andrews made the trek up from Newcastle for Taree's first event. "This has been a bloody great day," he reckoned. His 80s-built HB Torana is something of an Aussie pro street legend, with a 350ci small-block and Powerglide feeding a four-link rear end with 15x10s. It's a regular at Gunnedah Airport's eight-mile, and hopefully at Taree Airport drags in the future



FASTEST FELLAS

1. BRIAN VERNON
Triumph Trident –
6.58sec

2. STEWART TINSON
Pulsar GTiR –
6.69sec

3. BRUCE FORSYTH
Ford Capri –
6.75sec



LEFT: Laugh if you want – plenty do! – but under its patina-encrusted shell, my close-to-finished Bug is two-packed and restored with fresh everything. Being the ‘bloke in the Bug’, I was the butt of a few good-natured jokes at Taree, as usual. After three shaky practice runs settling into my 500-mile-fresh car, I dialled-in at 9.70, but broke out with a 9.69 on my first race run. Bugger!



EVEN IF I'D BUSTED SOMETHING DURING MY BUG'S FIRST RUN, I WOULD'VE GONE HOME HAPPY JUST TO HAVE BEEN AT TAREE'S FIRST EVENT



LEFT: Taree local Bruce Forsyth brought along his 1970 Ford Capri. The 406ci Clevo engine has been in an XA Ford hardtop for the past six years (it's run a 10.40@133mph at Willowbank), but he put it in the Capri about 18 months ago and added a tunnel ram for Taree. It worked okay, as he was the third-quickest vehicle of the event with a 6.75





to be heaved into place, plugged in and tested. Considering it's the club's first event, there are few frayed tempers, and even with the emerging heat as the morning cloud scatters, plenty of spectators are making themselves comfy behind the orange fencing, waiting for the action. It's announced later that just under 2000 people have paid their money at the gate to watch. Awesome! That'll help bankroll the next event.

There's a warm welcome to the drivers and crowd from the club captains, before the mayor jumps on the microphone. "I'm a very proud bloke right now!" he froths, and I soon learn he's not just blowing hot air. Mid-Coast Council Mayor David West is an ex-highway cop, so he knows kids will be kids and that regional motorsport events and facilities lead us not into temptation but deliver us from evil. Towns such as Taree thrive – in some cases, just survive – on tourist and event bucks, so he's been a strident supporter of the event since its first planning.

Drivers briefing: It's someone else's airport surface, so there's no tyre smoking. Don't f**k it up. Thankfully, all 50-odd entrants honour that request all day. A show of hands reveals there are around 20 first-timers, so we're all shown how to approach the startline and stage our cars.

With all that out of the way, we get into the action, happily running what we brung to the eighth-mile in our Commodores and Toranas, our

Falcons and Capris, our rods and bikes, Chevs and Nissans – and my lone little Bug. We have the opportunity for three practice runs in the morning, before we nominate a dial-in to be painted on our windows for the runs in the afternoon. Not that we're racing for sheep stations; as Nathan Cooper says, the day is as much a test-and-tune for the club as it is for the participants. "Dial-ins on the cars are a learning tool for the club – getting numbers into the system," he says. "We have to hand-write the timeslips."

Thankfully, the old girl doesn't embarrass me, but even if I'd busted something during its first run, I would've gone home happy just to have been at Taree's first event.

Even with the menace of the heat and bushfires on the horizon, the whole day goes down as great as the icy-cold beers we enjoy after it. The first-ever Taree Airport drags proves it's not all doom and gloom in rural Oz.

"The intention is for another event to be held in early May 2020," Nathan says. "Our next step is to have a debrief with the council. As far as we know, they are happy with everything, but the terrific interest from spectators means we'll think about traffic management and parking a little better for next time."

"We'll also run proper elimination-style next time: three test runs in the morning then racing in the afternoon." ■



BELOW: Rodney Mitchell brought his Commodore SV8 down from Coffs Harbour. Bought new in 2002, these days Rodney's "smart man's SS", as he describes it, runs an A1 Engines-built 7.0L and Yella Terra/Whipple blower for 620 horses at the treads through a TH400 auto. Knowing the car has run a 7.2, Rodney's best run at Taree was a 7.31 on a 7.30 dial-in



RUMBLE BEE

A BLOWN 340 MAKES SURE YOU
WON'T MISS KEITH FABIAN'S VG COUPE
COMING DOWN THE STREET

STORY BORIS VISKOVIC PHOTOS JORDAN LEIST







1



2

1: It's a mostly stock interior that's been updated with some aftermarket bucket seats and Auto Meter gauges. The FAST air/fuel meter keeps tabs on the E85 tune-up and a TCI Outlaw shifter controls the Reid-cased Powerglide

2: To easily swallow those 15x10 rims and 275 rubber, the car has been mini-tubbed to the chassis rail and had the leaf springs relocated. The rear end now features

a 9in with QA1 mono-leaf springs and shocks as well as CalTracs

BELOW: While the early Valiant coupes are much-loved Aussie muscle cars, there's no denying their direct connection to the US Dodge Dart. But while the Dart got a 340 from the factory, the biggest motor offered in Oz was the 318. Keith fixed that and then some by slotting in a blown 340

KEITH Fabian comes from a family of street machiners. His brothers take the more commonly trod path of owning Ford and Holden products, but 36-year-old Keith has always been a bit different: "My first car was a Centura and I've never not had a Valiant. My brothers reckon I was dropped on my head as a baby."

Another reason – or excuse, depending on your view – is that Keith's originally from South Oz, which could be considered a Mopar stronghold compared to other parts of the country.

Where he lives now, though, is the windswept township of Geraldton, about five hours north of Perth. "I had some family over here and my wife wanted to do some study. We thought we'd come over for a few years; then I opened up my shop and that was that," says Keith. Thirteen years later, they're still there, and Keith's shop, West Coast Auto Smash Repairs, is flat-out.

Before anyone gets onto social media to say: "Hang on! That's so-and-so's old car", yes, you're right. The car was originally built by Queenslander Jye Core, and although it doesn't look like it's changed much, Keith has made quite a few alterations since he took ownership five or six years ago. Visually, the only major difference is the Weld Magnum Forged rims, but it's under the skin where it's changed the most, with Keith making several mechanical upgrades.

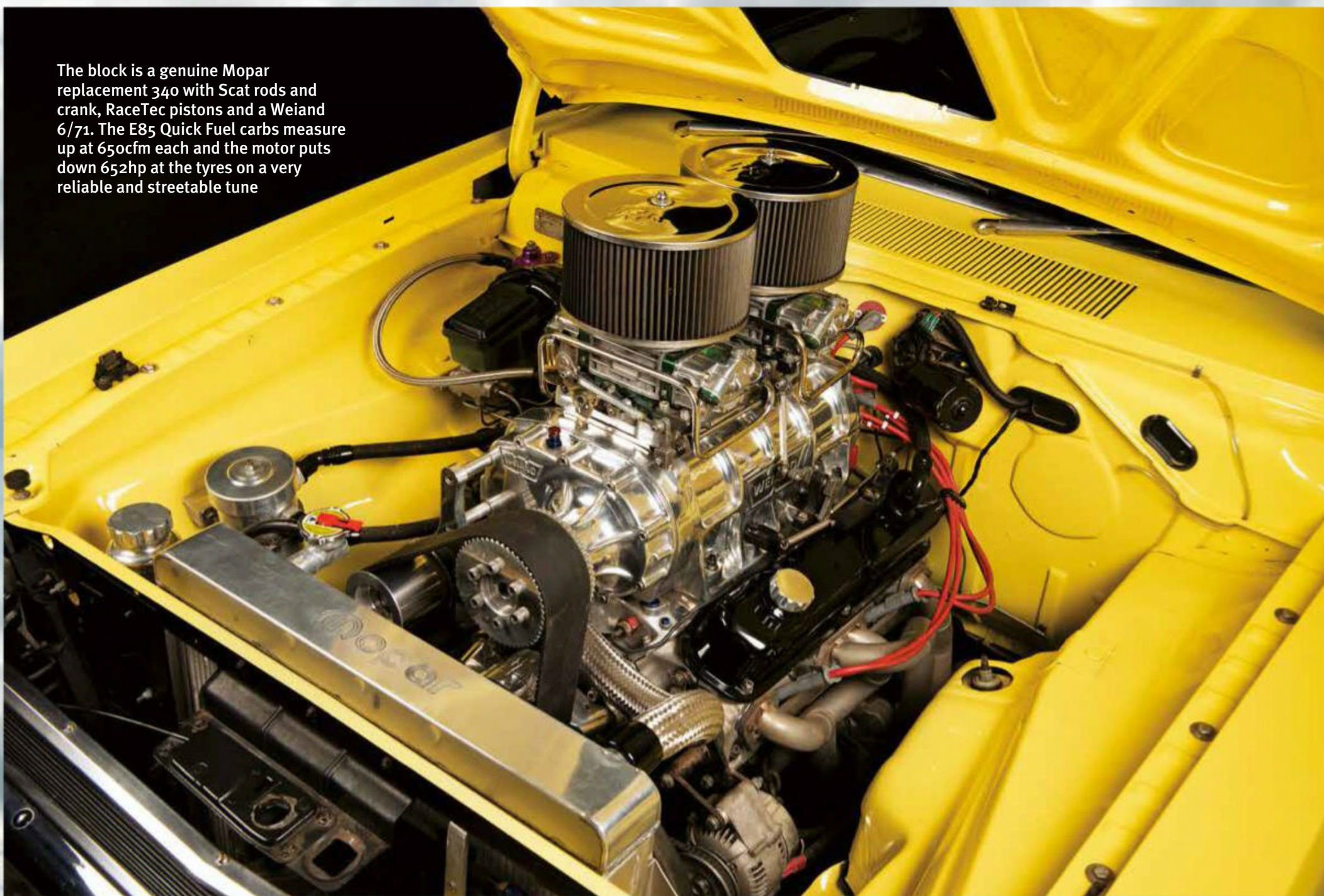
"It's been a mission. With the old block that I had, I kept hurting it, and then I had issues getting a Torqueflite to hold up," Keith says. "Finally, this year I put in the big Powerglide, went to a full Reid case and bellhousing, and hurt it again. Only a minor thing, but it still means pulling the 'box out again."

He'd love the car to be Mopar all the way through, but since it already had a Ford nine-inch in it, Keith reckoned he might as well cover the entire Big Three and put in a Chevy gearbox. "It does have a bit of a glass jaw, because I'm still running 28-spline billet axles," he jokes.

But don't worry, the important bit, the bit everyone can see – because half of it is hanging out the bonnet – is Mopar through and through. When Keith bought the car it already had a blown 340 in it, but he had issues with it and actually cracked the block on it a couple of times. "I



The block is a genuine Mopar replacement 340 with Scat rods and crank, RaceTec pistons and a Weiland 6/71. The E85 Quick Fuel carbs measure up at 650cfm each and the motor puts down 652hp at the tyres on a very reliable and streetable tune



**IT MAY HAVE FOUGHT HIM ALL
THE WAY, BUT NOW KEITH'S GOT A
TOUGH-AS-NAILS AUSSIE CLASSIC**



found a proper Mopar 340 replacement block and they've got four-bolt mains and are pretty rare," he says.

There are other benefits as well, including the fact that it's a brand-new casting made from high-nickel cast iron and has thicker webbing, thicker pan rail, and thicker deck and bore walls. All of that extra meat might add some weight, but it also comes in handy once you start stuffing some boost into the engine. While it might have 340 cast into the side of the block, the actual capacity is around 368 cubes due to the extra stroke of the 360 Scat forged steel crank.

The Weiand 6/71 is topped by a couple of Quick Fuel E85 carbs, which don't help fuel economy much, but do help keep the engine temps nice and cool. The heads are aluminium Edelbrock Performer RPM items that have been ported and polished. Hooker headers and a twin three-inch exhaust get rid of the fumes, and Keith is rapt with how the car is running now.

"Wayne Smith at Performance Carb Tuning and Jeff Johnson at Streetbuilt worked hand-in-hand on the tune-up. They've been awesome, ever since I started using them. We sort of dialled it back a bit and it's been super reliable," says Keith. That safe, reliable and even streetable tune still sees over 650hp making it to the tyres.

One more change that Keith made was to the interior, removing the high-back race buckets and harnesses for standard seatbelts and more low-key, albeit still modern-ish, bucket seats. "I'd love to put a factory split bench in it, if I can find one," he says. There's a Pacer steering wheel and instrument cluster, although you can't see it past the Auto Meter speedo and tacho.

Keith loves taking his four kids cruising in the car and isn't afraid to belt up on it at Powercruise or similar events, but he also has no qualms about running it down the quarter-mile every now and then.

"I ran a 10.8 when it had the Torqueflite in it, but I couldn't hit top gear hard because that's how I kept breaking it," he says. "It's got a nine in it every day of the week, but because I don't have a 'cage, they said: 'Look man, you've got one more. Make it stick and then you're going home.' But as soon as I leant on it I smashed the planetary when I hit top gear. That was the last straw, and that's when I pulled it and put the 'Glide in."

It may have fought him all the way, but now Keith's got a tough-as-nails Aussie classic that can smash tyres at will but still be docile enough to cruise the streets with the family. Perfect. 🏁

KEITH FABIAN
1970 VG VALIANT
HARDTOP
Paint: Yellow

DONK
Type: 340 Chrysler
Inlet: Weiand
Carb: Twin E85 Quick Fuel 650cfm
Blower: Weiand 6/71
Heads: Edelbrock Performer RPM
Valves: Ferrea
Cam: Custom
Pistons: RaceTec
Crank: Scat steel
Conrods: Scat
Radiator: Aluminium with twin thermos
Exhaust: Hooker headers, twin 3in system

Ignition: MSD Digital, MSD distributor

SHIFT
'Box: Reid-cased Powerglide
Converter: AllFast custom
Diff: 9in, 3.55 gears, billet axles

BENEATH
Front end: Standard torsion bar
Rear end: Mono-leaf springs, CalTracs
Shocks: QA1 (f), QA1 double-adjustable (r)
Steering: Standard
Brakes: Discs (f & r)

ROLLING STOCK
Rims: Weld Magnum

Forged; 17x4.5 (f), 15x10 (r)
Rubber: M/T Sportsman S/R 26x6.00R17LT (f), ET Street Radial Pro 275/60R15 (r)

THANKS
Jye Core for doing most of the set-up on the Val; Wayne Smith at Performance Carb Tuning and Jeff Johnson at Streetbuilt for all the time to tune it; my good mate Leigh for helping pull motors in and out, and the continuous transmission swap-outs!



THE WEIAND 6/71 IS TOPPED BY A COUPLE OF QUICK FUEL E85 CARBS, WHICH DON'T HELP FUEL ECONOMY MUCH, BUT DO HELP KEEP THE ENGINE TEMPS NICE AND COOL

ABOVE: Front on, the coupe looks tough and especially aggressive with the metal hanging out the bonnet. A nice touch is that Keith managed to get BLOWN plates on it – the same plates that Jye Core had on the car in Queensland



CASTLEMAINE

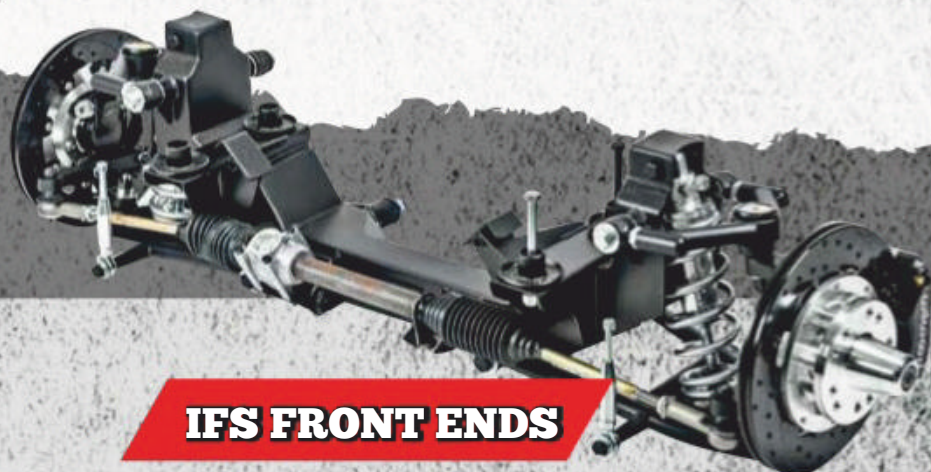
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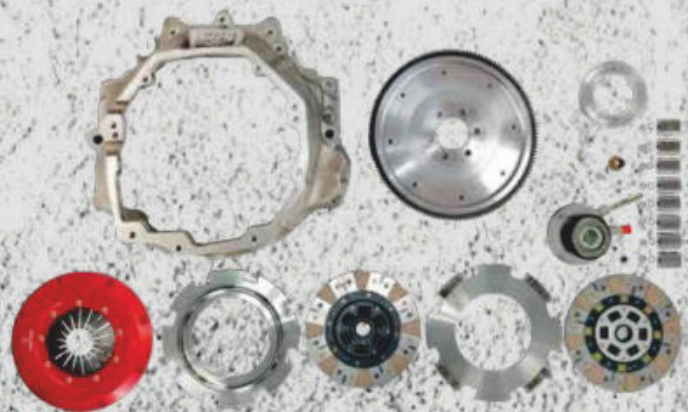


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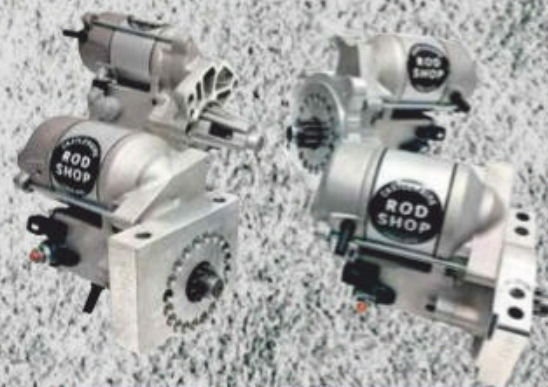
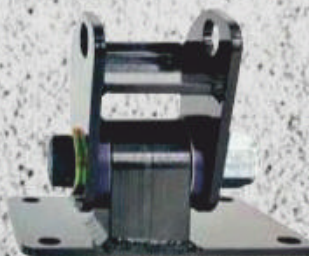
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WHETHER'S SMOKE....





THERE WAS PLENTY OF SMOKE AND FIRE AROUND CANBERRA DURING *STREET MACHINE* SUMMERNATS 33, AND NOT ALL OF IT WAS COMING FROM THE BURNOUT PAD





Mick Cox's AP6 wagon has been in the build for almost five years and was finished a few days before the 'Nats. "It was in good nick, so it was an excellent base for what I wanted to do," he said. "I caught up with Jason from Lonsdale Autoshop, laid out my vision and he delivered it." The wagon runs a 5.7L Hemi and five-speed auto out of a 300C, with V8 brakes and plenty of custom touches throughout

GOTTA admit, I felt a little bit guilty jumping on a plane to head to *Street Machine* Summernats while most of the east coast of the country was fighting horrific bushfires, and I'm pretty sure I wasn't the only one. The newspapers were reporting that the air quality in Canberra on Thursday was the worst in the world, and people were saying that the initial crowd numbers and mood seemed to be a little bit down. But then you can look at it from a completely different perspective and think to yourself, 'Screw that, I'm going to have a fat time, enjoy myself and try to add a bit of happiness to the universe.' Don't worry, I'm not turning into some dream-catching hippy, I just wanted Summernats to be a success regardless of the stifling weather and hazy skies.

It was pretty obvious by the time I made it to the burnout pad on Thursday afternoon for the start of the City Cruise that I needn't have been worried. There were 482 cars lined up for the run into the city along Northbourne Avenue – Summernats was a go!

Friday was when things really start to heat up. It was a good chance to head into the Elite Hall to get out of the weather and see which cars were being directed to the far side of the hall for a closer look from the judges and a potential spot in the Top 60. With cruising in full swing and Skid Row going off outside, it was a great spot to see some tough cars dodge the giant yellow blocks of concrete while blazing their tyres.

The dyno hall was just kicking off, and ridiculous numbers were being flashed up on the big screens –2048hp from Maria Passos's XR6 turbo



FRONT MAN

CLINT Ogilvie's iconic FRONT/BACK LC Torana was one of the biggest head-turners on the cruise route this year, barking away like an attack dog on a leash just waiting to be let loose.

The car was first featured in the May 2008 issue of *SM*, but the former Burnout Masters winner had been missing in action for a few years. "We had a big methanol fire, so I took a bit of a break after that," said Clint.

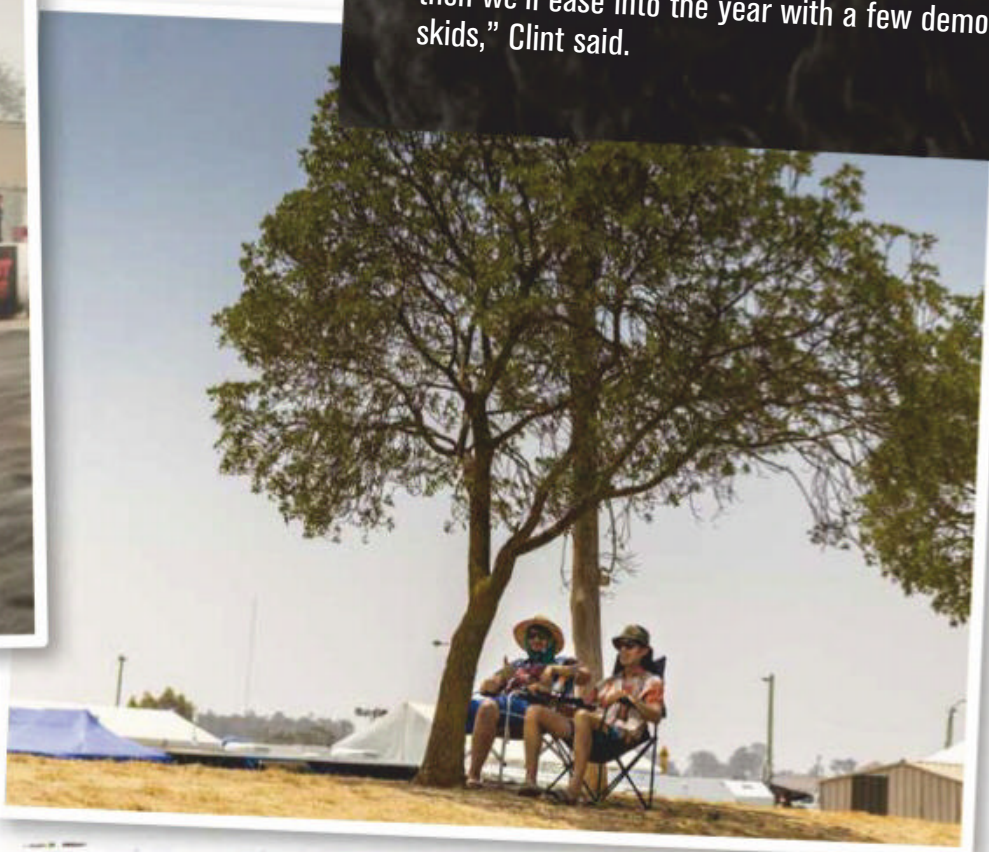
The car made a triumphant return for 2020 with a new lick of pink pearl paint and the blown Holden mill dumped for a 370ci SBC topped by an 8/71, screaming out to 8600rpm. "We only dropped the engine in a week or so ago," said Clint.

The new mill also means Clint's now got data acquisition to keep the thing singing happily, with ignition controlled by Haltech. The LC is also the first Torana with a Castlemaine Rod Shop front end.

"We're just cruising here this year, and then we'll ease into the year with a few demo skids," Clint said.



Con Soldatos first got this '36 five-window coupe on the road back in 1984 and spent a lot of time at the race track living his life nine seconds at a time. Running in C/Gas with a tunnel-rammed 383 small-block Chev, the car ran 9.05@154mph, which was right on the record. It was even quicker with a big-block Chev, running 8.93, but it's just had a massive birthday after more than 20 years off the road, and now sports an 8/71-blown, 500ci big-block with twin Holley EFI throttlebodies



Gareth Lougher and family are Summernats regulars, all the way from WA! And they were stoked to claim the People's Choice award for their stunning HR Holden. Gareth gave Grand Champion a fair shake, but electrical gremlins helped stymie his tilt



DRIVERS CHAMP

JAMIE Ericson entered Summernats 33 with two very different cars – a '67 Morris Mini and a 2002 HSV Maloo – and he competed with both in the driving events.

"I've been doing a few hillclimbs with the Maloo, so the semi-slicks weren't real good in the dirt," Jamie said.

The Mini had no such issues, however, winning the slalom on the grass thanks to lots of grip and not much power. How much is not much? As it turns out, 75hp at the treads is all you need to become the Summernats Drivers Champ. Jamie won the slalom and finished high in the placings for the other driving events to take the crown.

"It's got all the Cooper S bits like the 1275cc engine, twin SUs and gearbox," Jamie said of the Mini. "It's got Spax suspension and a Quaife LSD, and because it brakes really well, it's still okay in the go-to-whoa."

This marked the fifth time Jamie had won the Drivers Champ gong, but he was hoping to do better in the Maloo: "I've won it in an Evo and the Mini, but I really want to win it with a V8," he said.

With some more appropriate tyres for next year, who knows? It just might happen!



Tassie Ainley bought this Monaro in Central Queensland after a farmer he'd started chatting to in a service station mentioned it. "It was just a body back-half and chassis rails," explains Tas, who decided, a month prior to Summernats, to install a blown 350 small-block Chev. "It's just for shits and giggles!"



New Zealand was well-represented in the Last Chance Wildcard bunfight, with Chris Daley's monstrous SYOCO UTE and Hadyen Wilby's NUTOUT VT Commodore both flying the flag for the Shakey Isle. The ute has dual front hand brake levers, one for each side of the car. Trick!

Newcastle's Anthony Formosa had a fat time at Summernats last year with this diminutive ex-paddock-basher 1974 Mazda ute, powered by a Ford 351. He went home and shoved in even more fun: a blown, methanol-swilling, 540ci big-block Chev with around 1500hp

Holden never made a 1964 EH Holden One Tonner, but if it had, and it was then left to sit in a paddock after a life hauling bricks, it'd look like Stephen Murphy's. Tearing through the bonnet skin is a set of triple Strombergs on top of an ex-Commodore supercharger feeding a trusty Holden red motor. All this fun is on an HQ-type full chassis



BACK WITH A BULLET

THE artist formerly known as the Bandag Bullet has evolved and is now bigger and angrier than ever. Unveiled as the 'Bullet Burnout Truck' at Summernats 33, it's undergone a major rebuild, with new owner Laurie Williams making the change from a Kenworth to an entirely different body.

The eight-tonne beast is powered by two Detroit Diesel two-stroke V8s, force-fed by four turbos and two superchargers. Oh, and don't forget the nitrous on hand! Not that it's really needed, because this thing cranks out just shy of 3000hp and 6000ft-lb!

After the 300km/h weapon was unveiled on Friday night, the big rig scorched the burnout pad and Skid Row all weekend long.



GRAND MULLET



SUMMERNATS and mullets go together like a Bunnings snag on white bread – or a cold beer while watching burnouts if you ask Tim Lane, our 2020 Grand Mullet Champion.

Tim stood in the mullet comp line-up with a Victoria Bitter in hand and 'VB' shaved into the side of his head. The judges loved it, and the crowd went wild for the combo! Tim will be chucking his Mr Mullet trophy and Mullet Grand Champion belt into the back of his LS-swapped Holden ute.

The Game Changer trophy went to Chris Walls, who modelled his purple, yellow and orange mane, complemented by his playmat-themed ensemble that won him Fashions On The Field.

Father-and-son team Adam and Mason Bezzina's outstanding matching locks won them Majestic Mullet and Mullet Junior respectively.



The Army unveiled its latest creation, Project Matilda, on Friday night. The beast started life as a 2014 Mercedes-Benz G-Wagen that had been damaged in testing. Power is provided by a Detroit Diesel 6V53T V6, force-fed by twin turbos and a blower, and put to the ground via the four wheels at the back. Feature soon!

Lee Payne hails from the Central Coast and was good mates with the late *SM* founder, Geoff Paradise. This '71 Camaro is his first crack at a full rebuild on a street machine, and he has done an amazing job. It packs an 800hp, 540ci big-block Chev with Holley Sniper EFI, which is handy, because there's plenty of spare grunt to run the a/c and power steering. Lee built the whole car in his home shed in just over two years



STREET SLAMMER

and 3200hp from Dale Heiler's twin-turbo big-block. Both cars would go on to make even more horsepower, with Maria taking out the Horsepower Heroes award – not bad for a six-pot.

On Friday evening we finally got to have a look at what had been hiding under the silk sheets during the Meguiar's Great Uncover. There were some amazing cars unveiled, and while there were no out-and-out show cars among the debutants, both the variety and the overall quality were outstanding. It was probably one of the best Top 60 displays I can remember.

It was hotter than Hades on Saturday, with the mercury soaring to 44°C – the highest-ever temperature recorded in Canberra. If you thought the temps were going to drop if only there was a bit of breeze, forget about it. When the wind came in it was as if someone opened the world's biggest pizza oven. There was no respite until after the sun went down, when the thermometer finally dropped below 40°C.

The hellish conditions didn't seem to affect the crowds or the lunacy, with plenty of people still smashing tyres on Skid Row and on the burnout pad. Conditions were brutal out there, but long-time SM burnout videographer, Peter Flint, reckoned there weren't any more fires or engine failures than usual. With Burnout Championship and Masters qualifying, the action was non-stop on the pad.

As the sun went down, the cars chosen for the Supercruise made their way to the infield, but there was still plenty of action on the cruise route,

"I FIGURED it was easier to turn a race car into a street car than the other way around," said Sash Mielczarek of his '69 Pontiac Firebird. Originally built to race in Pro Mod with a 730ci nitrous motor, Sash bought the car as a roller and fitted his version of a street engine – a pump-fuel 540ci Shafiroff BBC that makes about 1500hp thanks to a Blower Shop 8/71 and twin 1100cfm Quick Fuel carbs.

It gets even more interesting when you spot the five Lenco shift levers inside: "It's the first Lenco ST1200 six-speed on the street, and it lets you shift down gears as well."

Sash and his son Jay are 'Nats regulars, but this was the first Summernats for daughter Charlie Rose.

BLOWN 2JZ!

"NOT many people have really tried to take on the V8 boys with a stout six-banger yet, so that's what why I went with the 2J," said Josh Armstrong of his crazy blown 2JZ-powered Toyota 86.

About 12 months ago he got his hands on a relatively straight Toyota 86 that'd been given its marching orders with a statutory write-off, and got to work turning it into a burnout machine. "We cut the whole rear end out up to the original rear seats – which it still has – and replaced it with a shortened nine-inch diff and ladder bar," he said.

Sitting in front of the Turbo 400 'box is a non-turbo 3.0-litre 2JZ-GE mill, with a TBS 6/71 blower taking prime place on top of the intake. "We used the lower section of the standard 2JZ manifold and fitted the blower plate to that, so it works well," said Josh.

Josh hit the pad for the first time on Saturday at Summernats, and was mostly pleased with his new toy. "It went okay," he said. "The car was actually low on fuel so it bogged down a few times, and it blew the blower gasket out as well, which didn't help."



MOW-TOWN

THE Summernats celebrity mower racing challenge was a US v. Australia shootout, pitting Yank Cleetus McFarland and his crew against Aussies Jake and Gary Myers, Shannon Noll and the fearless Bubba Medlyn.

The first race saw all competitors hit the dirt track, with the top-placed Aussie and Yank finishers to battle it out in the final. It was abandoned after Nollsy had a spectacular roll after just a few corners on the first lap, forcing a red flag. This was a frustrating anti-climax for Bubba, who had jumped from last on the grid to second place by the first corner (though there may have been some sneaky track cutting involved).

The restart saw Cleetus lead for most of the way in the first race, before Nollsy hit the front with a few laps to go, making it a Nollsy/Cleetus final. Bubba struggled with a temperamental mower, and Cleetus's crew member James made a game of cutting the track – but the officials weren't ones to have the wool pulled over their eyes.

The Cleetus v. Nollsy final showdown started off as close-quarters racing, but in the end Nollsy did us proud and took home the win for Australia. To which the former *Australian Idol* runner-up exclaimed: "It's great to finally win something!"



WHOA NELLY!

WHEN it comes to the driving events at Summernats, having the most powerful car is not necessarily an advantage – especially in the grass-driving events – but on the bitumen in the go-to-whoa it definitely helps. Having said that, it's really power-to-weight that reigns supreme here, because while the grunt of a V8 might help you accelerate, pulling up 1700-1800kg of V8-powered sedan can be a struggle – even with ABS.

But if you've got 300hp at the treads and a car that weighs around 750kg, like Sebastian Desisto's Datsun 1200 ute, then you're going to be tough to beat. He's no stranger to Summernats, having won Street Champion in 2018 and Top Judged Street at Summernats 18. In the go-to-whoa this year he outran and out-braked Mark Rowley in his LX SL/R Torana and Joseph Vella in his VF HSV GTS.





FAREWELL JP

PETER Gray and 17 members of the Peterson clan gathered on the burnout pad before the Masters finals to give the legendary John Peterson one hell of a send-off. Peter fitted his Camaro with blue smoke-emitting tyres in honour of JP's allegiance to the Blue Oval. Summernats media guru Adrian Hodgson paid tribute to the man who not only invented burnouts, but in doing so was instrumental in the creation of the Summernats itself. Adrian then led the assembled crowd in a minute's silence, before Peter strapped in JP's number-one son Shane into the passenger seat and fired up his Camaro for a salute we know JP would have been proud of – even though it was performed by a Chev!



One of the wildest rides at Summernats this year was Craig Hurkett's '34 Ford, which features an unusual induction set-up. Four GasResearch carbs provide LPG to the draw-through twin-turbo arrangement atop the 527ci big-block Ford. It should be good for 1000hp once the 15psi of boost goes into it





especially on Skid Row. With temperatures finally down to a bearable level, the night's festivities could begin, and who better to kick it off than Shannon 'Nollsy' Noll, part-time rock star and full-time lawnmower-racing legend. He was followed up by Airbourne's hard-rocking tunes.

Come Sunday morning, the weather had taken a complete U-turn and we were faced with much cooler temperatures and even some rain, but the dust and smoke still hung heavily in the air. The sight of some of the nicest cars at the event covered in dust during the PPG Supreme event was a first for me, and hopefully the last.

They weren't the only Elite-level cars getting filthy; out on the burnout track, 15 cars lined up to have a crack at Grand Champion. With just two driving events to add to the points gained in the Elite Hall, it was certain to be a hard-fought battle. This year's Grand Champ contenders saw a trend away from full-on show cars to more streetable and useable vehicles. Every single car performed at a very high level, with no spluttering or coughing and plenty of tyre smoke. With the events run and points added up, it was the '67 Chevy Impala of Todd Sorensen that performed the best overall and took home the coveted sword.

With that out of the way, it was time to get to the business of killing tyres, and the crowd was not disappointed. In a turn-up for the history books, one person took out both the Burnout Championship and the Burnout Masters – Rick Fuller in LSONE and FULLON respectively. What an effort, and what a champion. 🏆



Dave Cuell is part of the Southern Union crew and has given his HZ Prem a massive makeover in a very short time, handing over the rolling shell to good mate Jake Bradley on Anzac Day last year. Jake did all of the fabrication, including the McDonald Brothers four-link, as well as the panel and paint. The 355 Holden stroker features a Harrop intake and a sideways-mounted carb, which allowed Dave to run the fuel lines in a much neater fashion



We presented this year's Valvoline Street Machine of the Year winner, Matt Morgillo, with his \$20,000 cheque at our VIP party on the Thursday night, and he repaid us by ripping up Skid Row on Sunday



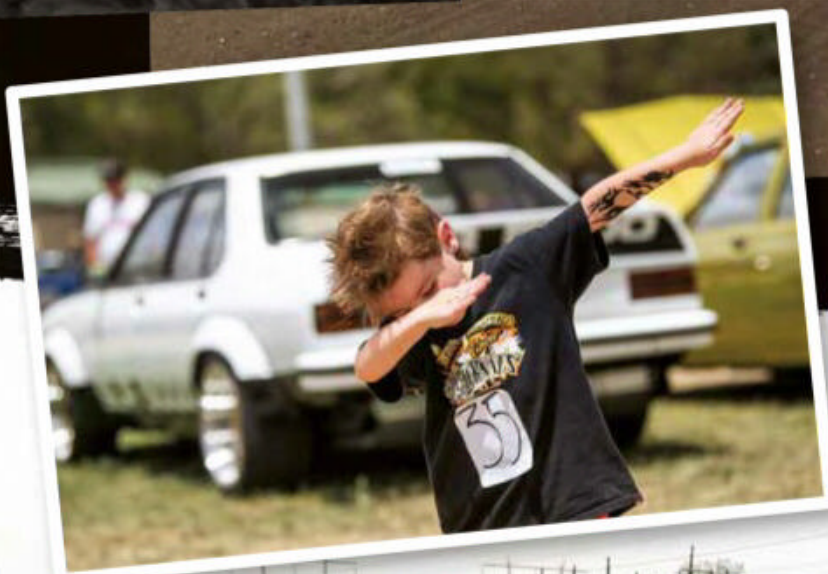
STREET CHAMP

WITHOUT looking at the Summernats record books, it's a fair bet that Peter Sidoti has collected more Street-class trophies than anyone. The Sydneysider has brought his 1965 Ford Mustang to Canberra for 15 years or so and has carried home plenty of tin in that time, including Top Judged Street in 2009 and 2018 and Top Street Overall in 2010. The latter gong was recently renamed Street Champ, and that's the big boy Peter took out this time.

"It's had so much work done to it over the years," said Peter of his B&M-blown, alloy-headed, 302ci Windsor-powered 'Stang, which he regularly refreshes for Summernats in between doing plenty of kays cruising around Sydney.

Helping the jet-black Muzzy steer and stop is an RRS strut front-end conversion with rack-and-pinion steering, and four fat discs inside 225/17 and 315/17 rubber.

"If you have the car and if you have the clout, you get the tin," Peter reckoned.



↑
Rodney Menso from FNQ is the long-term custodian of HQFORU, so we were stoked to grab a shot of him with a copy of *Street Machine Legends* volume one!

←
Rob Mac openly admits that his Mk3 Zephyr is heavily influenced by the late John Peterson. In true JP form, it's got an angry 302 Windsor, but it's backed by a C4 with a trusty narrowed 9in out back to help those meaty 20x12 US Mags fit underneath



STORY GLENN TORRENS
PHOTOS CHRIS THOROGOOD & SHAUN TANNER



GRAND SLAM



GRAND CHAMP

16 ELITE STREET MACHINES CHASE DOWN SUMMERNATS' TOP HONOUR: GRAND CHAMPION

YOUR Summernats 33 Grand Champion is Todd Sorensen. Todd's 1967 Chevrolet Impala joins a hallowed group of cars whose high level of construction and performance has elevated

them to Aussie street machining legend status.

"Holding that sword – it's all worth it," said Todd when we spoke to him soon after his win on Sunday. "It magically makes all the frustration and pain of the build disappear!"

The big, smooth Chev is the result of a decade of on-again, off-again work in between customer jobs at Todd's Ipswich-based Rocksolid Autobody. The beautifully constructed, PPG Cool Vanilla-hued Chev is powered by a carb-fed, 750hp, 528ci big-block Chev fronting a

TH400 auto and a Chev 12-bolt diff with 4.3:1 cogs. The coil-over rear end spans 20x10 Intro Saltsters with 295 rubber, while up front are 245-shod 20x8.5s.

The car debuted at last year's 'Nats, but Todd held back until this year to have a good go at the Grand Champ gong. "The first time it was driven was to get it out of the hall last year," he recalled. "But since then it's done a few hundred kays, and although that might not be enough to get a real feel for the car, it was enough for us to know it wasn't going to let us down."

To win Grand Champion, contestants run a heads-up go-to-whoa and a motorkhana-type slalom marked out on the bitumen of the burnout track. This year's classy field was made

up of 16 Top 60 cars straight from the Elite Hall, including last year's winner Rick Werner. Todd was in the first pair to run the go-to-whoa and set the standard for the event with a blistering performance alongside Gareth Lougher's People's Choice-winning HR Holden. All the way from WA, Gareth's HR had a cooling problem – but that didn't seem to slow it down!

With the go-to-whoa and slalom run and done by all 16 cars, the final three were Todd's Impala, Dom Luci's freshly built burgundy VK Commodore and the Chev-powered Torana of Rohan Hawley, but Todd's efforts proved to be the pinnacle of performance and prowess at Summernats 33.

All hail the new Grand Champ!





Congrats on being crowned Summernats 33 Grand Champ! How long has it taken?

I began the car 10 years ago. It's been difficult to get those hours out of the way at work, and there have been a few sacrifices along the way, but that's no different to just about anyone else here. We ramped up the pace toward the end of the build before the unveiling last year.

The car shows off your skills well.

Yes, it was always going to be something that could show off what we can do. We've seen the level of build quality rise over that past 10 years, too, so that was a learning curve; in some ways we had to keep chasing. As the build progressed, the aspiration to have a go at Grand Champion drove me on, too. Also, for the business [*Rocksolid Autobody*], it was an exercise in finding and using the right blokes and other businesses in the Ipswich area to outsource aspects such as suspension and exhaust work. We've tried to use local talent,

and by doing so we've created an awesome team. We know who to rely on for our future builds. It means we can have confidence in who we can lean on and where we can send customers; I'd hate to send someone somewhere and have them waste their money. **You've done a few restos previously; is this your first 'big' build?**

Yes and no. We've been involved in a few other cars here at Summernats over the years, but this is my first car at Summernats.

The car debuted last year; why didn't you attempt Grand Champion then?

The car was brand new. The first time it was driven was out of here last year. So it wasn't quite ready to drive hard. Over the past year we've sorted it. It's not been driven too far yet, but we've driven it to a couple of local shows so we were confident in its ability for Summernats. Some of the boys were a bit nervous that I hadn't had enough wheel time,

but I was comfortable enough in the car to do what it needed to do.

What's in it?

Big cubes! It has a big-block Chev. It's a big car so it needs a bit of power! But it's not stupid – it behaves itself on the street and of course for the driving events. It's old-school carburetted – a Dominator – and has a Turbo 400 with a Gear Vendors overdrive. I've stuck with the 12-bolt [*Chev-type*] diff, but in hindsight something like a sheet-metal nine-inch would have been cheaper! But I wanted to keep things pure.

And the other bits?

Coil-overs both ends, but as you might know, these were a coil-sprung rear from the factory, like an HQ Holden. The steering is the factory-style power steering. It's not tubbed as such, but we squared up the inner wheelhouse to give it a little more space for decent rubber.

Grand Champion! How does that feel?

That's not bad, eh! 🏆



Dom Luci is the latest burnout dude to move from the pad to the Elite Hall, and in style! Dom's Harrop-blown VK not only placed in the Top 20 Elite, but got oh-so-close to claiming the Grand Champion sword!



No one was more surprised to be in Grand Champ contention than Rohan Hawley. In fact, he made it to the Top 3 with the Torana he built and painted 20 years ago! "I was just happy to come here to Summernats simply to cut some cruise laps, and somehow I've made it to the Grand Champion Top 3," he laughed. "That's pretty good!"

Gareth Lougher had a drama with his People's Choice-winning HR Holden before the Grand Champ driving events. A wiring glitch meant the car's electric water pump and thermo fan didn't work, so to allow the HR to compete, the engine's run time was rationed to the very last second!



STORY BORIS VISKOVIĆ
PHOTOS CHRIS THOROGOOD &
SHAUN TANNER



UPPER CLASS

IT WAS ALL KILLER AND NO FILLER IN THE ELITE HALL THIS YEAR

THE Elite Hall was definitely the place to be at Summernats this year, and not just to get some respite from the heat and smoke. The quality and variety of the dozen vehicles in the Meguiar's Great Uncover was sensational, and the Top 60 was genuinely a Top 60 thanks to requirements to keep the walkways a bit wider than usual. It was definitely noticeable as you moved around the show, as unlike previous years, you didn't have to squeeze through narrow gaps and try not to fall over, step on or damage the display areas.

There were still shoulder-to-shoulder crowds around all of the unveilings, and while most were the usual killer street machines and hot rods, Owen Webb also secured a couple of much larger attractions.

Team Army's Project Matilda – a Mercedes-Benz G-Wagen burnout car – was the first to have the covers pulled off, and I have to say, it's a pretty impressive bit of machinery. The wild colour was actually a wrap that looked like your basic army green until some light hit it and the gold metallic popped out.

Things got even bigger with the next unveiling,

as the Burnout Bullet had its massive covers removed. Laurie Williams has taken the legendary Bandag Bullet and rebodied it with a Western Star cab, but left the well-proven, quad-turbo, twin-blown engines the same. You'll be glad to know it still does killer skids.

The rest of the unveilings ranged from wild (the ProFlo Performance-built LJ Torana stuffed full of 940 cubes of Sonny Leonard goodness) to mild (the new Deluxe Rod Shop work ute, an XR Falcon that is essentially restored except for the 347 Windsor and beefed-up driveline). Other highlights for me included Dom Luci's



Jeff McCarter from Western Street & Custom has spent two years turning a stock '68 XT Falcon sedan into a stroked monster ready to terrorise Sydney streets (and Dragway) for owner David Baldacchino. "It is more of a pro street-style car, with a Dart-based 435ci small-block Ford, tubs, chassis connectors, adjustable parallel four-link rear end, sheet-metal diff, parachute system, new floors and trans tunnel, plus a full rollcage," Jeff said



TOP COMPETITION



TOP ENGINEERED

MILAN

BLACK 1972 HOLDEN TORANA COUPE

TALK about building a car around a motor! The monstrous Sonny Leonard engine in Milan's Torana is massive, measuring up at 940ci and good for 1630hp on pump gas – and that's before the 500-shot of nitrous goes on top! With a rollcage built to the same specs as a Group 1 race car, hopefully we'll see this beast hit the strip after its show duties are over. Those massive 24x15 billets will get changed out for something with a bit more grip, too. Check out our cover story on page 36 for the full lowdown on this beast!

CHARLES HARLEY

1957 CHEVROLET BEL AIR SPORTS COUPE

CHARLES Harley's '57 is a stunning combination of old and new, with a host of custom touches to the body combined with a thoroughly modern interior and more electronic trickery than you can poke a stick at, with everything controllable from a smartphone. But don't worry; there's a big-block Chev under the bonnet to keep things old school. With its mile-deep metallic blue paint and blacked-out bumpers and trim, it definitely doesn't jump out at you, but it sure stands out in a crowd.



TOP JUDGED ELITE



3RD TOP DRIVELINE/UNDERCARRIAGE



2ND TOP STANDARD PAINT



TOP PRO TOURING



3RD TOP BODYWORK

VK Commodore, which was inspired by all of his favourite Brocky touches (although I don't remember any of them having 950hp blown LS engines in them) and Kevin Mantach's chopped '50 Chev, arguably the coolest body style and most radically engineered burnout car ever built.

It wasn't just the unveiled cars that stood out. Scattered through the rest of the hall were trophy-winners and cars that were just plain cool. Parked alongside the far wall, with no special display, was a pearl-white '67 Camaro. At first glance you might think it was a pretty clean-looking car, but on closer inspection – wow! Built by Weavers Autobody Restorations for Mark Stockwell, it took home three trophies and a Top 10 plate.

Parked just ahead of Mark's first-gen Camaro was the second-gen 'split-bumper' of Lee Payne, a stunning home-built car with custom blue/green paint and tough as hell with its 800hp big-block Chev.

I might be showing my bias here, being a West Aussie, but how could you not like Nigel Warr's bright orange HQ ute, stuffed full of 615ci Shafiroff big-block? It not only looked good but also ran some serious numbers on the dyno. Rohan Hawley's Panama Green LH Torana was another car that stood out in the crowd thanks to its in-er-face colour, and it almost took out Grand Champion, finishing in the Top 3 alongside Dom Luci's VK Commodore and the eventual Grand

Champ Todd Sorensen and his '67 Chevy Impala.

While there weren't any wildly over-the-top builds this year along the lines of Rob Zahabi's 'Havoc' Challenger, the trend towards more streetable and useable cars was quite obvious, and became even more evident when it came time to duke it out for the Grand Champion sword. Fifteen cars rolled out of the Elite Hall on Sunday morning to have a crack, and every single one of them performed flawlessly. And unlike in some previous years, they were all capable of smoking the tyres. While I love an outrageous show car to look at and admire the quality of workmanship, it is great to see top-level cars being used as intended: smashing tyres and turning heads. 


TOP PRO CUSTOM


TOP BODYWORK

JASON BEHAN

1969 CHRYSLER VALIANT
VG HARDTOP

IF YOU thought there were similarities between Charles Harley's '57 Chev and this car, that's because BMV Engineering had a huge hand in both. Jason's VG hardtop also features plenty of custom bodywork and an interior that seamlessly blends modern features into the classic 60s body style. The 520ci big-block Mopar gets the car moving, while coil-overs front and rear and massive Wilwood brakes make sure she turns and stops as well.



←
Dom Luci unveiled a VK Commodore streeter at 'Nats 33 that placed in the Top 20. Russo Performance built the Harrop 2650-blown LS, looking for up to 950hp at the motor on E85. "It has chassis connectors, the Panhard bar was removed for a Watt's link, and it runs a tube K-frame up front," Dom explained. "I'm looking to go 235 Radial racing, so it doesn't really look like a race car"

→
David Galea's HT Monaro is full of neat little hidden tricks, like the heater hoses plumbed into the bottom of the radiator and run through the inner guard for a very clean engine bay. There are plenty of 3D-printed parts in the console and interior, too. The 406ci Motown engine makes 650hp and should be good for high 10s

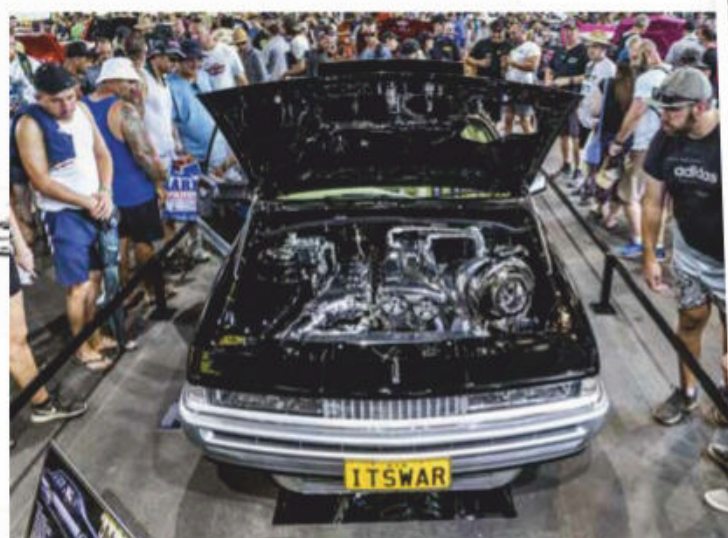




3RD TOP INTERIOR

TONY WILSON 1932 FORD TUDOR

CHOODA has been hitting the show scene for a number of years now, but it keeps coming back and keeps getting better. The contemporary Kona Brown paint works beautifully with the classic lines of the tudor – two-door, get it? The prize-winning interior is also thoroughly modern, but you can't get more hot rod than a stack-injected small-block under the hood. Even the modern billets tip the hat to hot rod history with a similar look to coated magnesium.



"I had a car like this 20 years ago and I sold it when I started my business. I said I'd buy another one," laughed Bill Kaglatzis of BK Race Engines of his genuine Red Pepper XA GT Falcon sedan. "It needed a little bit of love, but it just snowballed into a full restoration." Impressively, Bill has hidden a 670hp roller-cammed 408ci Cleveland inside what appears like a dead-stock car. "I want to go cruising with my kids. It's a tough Falcon that I hope goes 10.50s without too much trouble"



2ND TOP SEDAN



2ND TOP INTERIOR

ZORAN KRSTEVSKI 1982 FORD XE SEDAN

UNVEILED at Summernats 32 to many oohs and aahs, Zoran's tough-as-nails XE has gone from a Top 20 to a Top 10 car thanks to a host of small changes to finesse things. Zoran admits he was a bit rushed last year to meet the unveiling deadline, so the past 12 months gave him time to really detail the undercarriage and engine bay. Finishing in the Magnificent Seven for the Grand Champ award topped off a great event for Zoran.



"After bringing 10 different customer cars to Summernats in 10 years, it's my turn now," said Deluxe Rod Shop's Steve Alldrick of the XR Falcon ute he unveiled at Summernats 33. Packing a 347ci stroker Windsor with a top-end and cam package from Pavtek Performance, the PPG Vista Green ute looks factory fresh but has subtle nods to Ford's legendary Total Performance era from the 1960s, like a teardrop bonnet scoop. The car won Top Ute, and Steve himself was awarded the prestigious John Taverna Sr Memorial Master Craftsman gong



A last-minute addition to the Meguiar's Great Uncover was this wild bare-metal '32 roadster being built by Western Street & Custom. The Brookville body has been sliced and diced to follow the profile of the massive rear wheels and tyres, while the tail-lights and number plate are hidden until the ignition turns on. A hydraulic system adjusts the ride height in the rear on ignition, too. That wild zoomie-equipped engine is a water-jacketed billet Noonan LS Edge

TODD SORENSEN 1967 CHEVROLET IMPALA COUPE

RETURNING after being unveiled at Summernats 32, Todd Sorensen's big and beautiful Impala looked as good as ever and was going to have a serious crack at the Grand Champ driving events thanks to 12 months of testing and road tuning. Having 750hp pumping out of a 528ci big-block Chev helps overcome the sheer mass of the Cool Vanilla coupe, and Todd has got the big girl handling a lot better than standard, that's for sure – enough to win 2020 Summernats Grand Champion!



GRAND CHAMPION

TOP CUSTOM INTERIOR
(TRIMMING)

2ND TOP COUPE



Rob Downing's Fiat Topolino-bodied show rod is definitely memorable. Customised by Little Mick for the previous owner, the body has been chopped 17in and widened 22in. The driveline is your basic 350/350 combo, but it's been painted to match the white of the body. The trick thing with the paint is that the active ingredients (the metallics and pearls) from House Of Kolor's Antifreeze green paint were added to the white





Rob Guljas managed to put this HSV GTO together in a little over seven months. He's sprayed it a custom-mix grey with a very fine crystal pearl through it, then powered it with a 408ci LQ9 topped with a 6/71 and one of Joe Blo's low-profile hats. It's also 'bagged in the rear to get the car right down over the massive Simmons rims



Kevin Mantach's astounding 1950 Chev coupe nailed the Top Engineered gong. "I bought it as a roller after it had the 4in chop and had been blasted and was in primer, but things got a little out of control and it ended up with a full tube chassis!" Kevin said. Powered by a Littlefield 8/71-blown, 400ci Chev small-block with mechanical injection and dry sump, the combo is reportedly good for 1300-1400hp. The amazing fab work was done by Black Magic Race Cars



DAVE DORMAN 1932 FORD CABRIOLET

FORD never made a cabriolet that looked this flash, but Pete Osborne from NZ designed and built these versions with three-window-style doors and raked-back windscreen. Dave filled his with a 350 Chev topped with TPI injection, Turbo 700R4 trans and a Jag diff, before painting it in PPG Lamborghini Giallo Maggio – which translates to 'Yellow May' if you're not up to speed with your Italian. Foote Knuckle wheels measuring up at 17x7 and 20x9 round off the super-smooth hot rod.



TOP CLOSED HOT ROD



TOP DRIVELINE/
UNDERCARRIAGE



2ND TOP ENGINE BAY

LUKE MITCHELL

1973 HOLDEN TORANA COUPE

MOST people take years to build a car worthy of making the Top 60, but Luke and the team at Advanced Motorsports managed to do that and much more with a car they built in just four months! The little LJ is stuffed full of 8/71-blown, 430ci LS, with EFI controlled by a Haltech. The super-low stance is thanks to a custom floor and coil-overs on all four corners, while the stunning paint and custom work in the engine bay and under the bonnet impressed the judges.



TOP STANDARD PAINT



TOP SUPER STREET



TOP ENGINE BAY



Nigel Warr's HQ ute has been stuffed full of 615ci Shafiroff big-block Chev and dyno-proven to punch out 920hp at 6300rpm. There's a Turbo 700R backing it up that's been fully manualised with a reverse pattern valve body and is full of billet parts. A McDonald Brothers rear clip and 100mm-widened tubs help get the big meats under the back. The finishing touch is a custom-made full-length bumper, with all the work performed by Shields Garage



MARK STOCKWELL

1967 CHEVROLET CAMARO

PROVING that you don't have to have a wild colour to stand out – or win Top Special Effects Paint – Mark's Camaro is as crisp as they come. While it may come out as plain white on the page, there's a whole heap of tricky pearls mixed in and then laid over the smoothed body, which has had the drip rails removed and Kindig It Designs door handles fitted. The LSX 376ci donk is built for boost, so there's definitely room for a couple of snails up front in the future.



TOP COUPE



TOP SPECIAL EFFECTS PAINT



2ND TOP BODYWORK



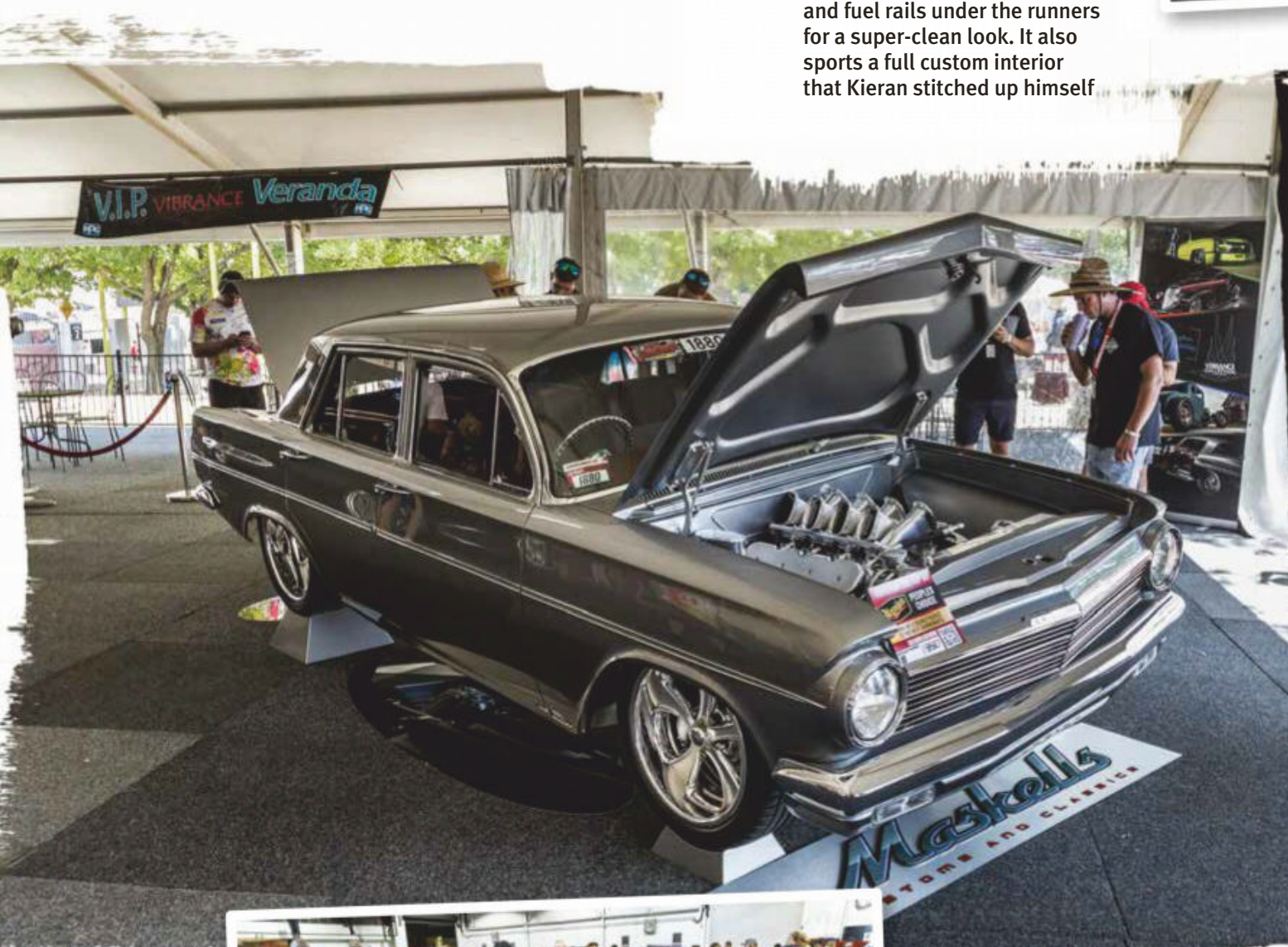


←

Morris Markovic spent four years turning a mild 351 XE into a 900hp tubbed brute, packing a 441ci Dart Windsor built by ProFlo Performance and 22x12in rear wheels. The beautiful PPG Vibrance paintjob was by Summernats legend Simon Bonello from Ground Level. The team nabbed a spot in the Top 20 for their trouble

→

This '73 Toyota Corona was built by 22-year-old former SM Young Gun Kieran Robinson. The silver sedan has had a serious power update, with a 1JZ pumping out around 500hp at the tyres. The CPC one-off billet intake hides the injectors and fuel rails under the runners for a super-clean look. It also sports a full custom interior that Kieran stitched up himself



TOP SEDAN

HEATH & JACK MADGWICK

1964 HOLDEN EH SEDAN

IT WAS a hectic end to the year for the team at Maskell's Customs & Classics as they worked day and night to get this stunning EH finished in time for Summernats, rocking up at 7pm on Thursday night. Purchased as a birthday present by Heath Madgwick for his dad, Jack, they took the EH to Maskell's around three years ago for a rack-and-pinion conversion. As you can see, it copped a lot more than that, with an LS, six-speed, nine-inch, custom interior, Aston Martin Spectre silver paint and a stunning custom interior.



→

Ben Grayland's XR Falcon is a tidy bit of gear, with a tough 347 Windsor that was "built by a mate at work", according to Ben. And where does said mate work? At the Ford Proving Ground – no wonder it makes 500hp! Flowcraft CNC-machined the heads on a five-axis machine. The colour is Peugeot Belle Ile Metallic, and the 15x9 Welds and 275 M/Ts fit neatly under the untubed rear end



STORY ASHLEIGH WILSON
PHOTOS MICHELLE POROBIC,
TIM McCORMACK & AW

Fire erupted from underneath Johnno Murphy's TUFF20 blown Corolla as he pedalled into the centre of the pad. Once the flames had subsided, Johnno fired up again and continued to thrash the little 'Rolla, only stopping once both tyres were blown



DESPERATE MEASURES

DESPERADOS VIE FOR A SHOT AT THE BURNOUT MASTERS IN THE SUMMERNATS LAST CHANCE WILDCARD SHOOTOUT

HUNDREDS of rubber-tanned skid buffs gathered along the burnout pad to get a glimpse of their favourite cars and drivers during Thursday's Last Chance Wildcard Shootout at Summernats 33. A lucky selection of burnout desperados lined up to fight it out for one of five Burnout Masters spots and a chance of taking home the ultimate title.

Tyres started frying at 4pm with Hayden Wilby in NUTOUT, a VT Commodore shipped from New Zealand. Hayden promptly christened the pad with a thick cloud of smoke over the grandstands.

Johnno Murphy was the first competitor to set the pad on fire in his TUFF20 Corolla, getting the crowd riled up and ready for more carnage.

New Zealand's Chris Daley smacked the wall at the far end of the track in his SYCO UTE HQ, but he kept the rubber spinning until he became lost in smoke. A sudden rise in temp and screams from the crowd signalled that he had caught fire.

Last year's Burnout Master, Jake Myers, in the

infamous S1CKO '66 Mustang, put on a skid for the crowd, followed by Andrew Lynch's LYNCHY Corolla and Adrian Cuthbertson's SKIDMA, both of whom were clear crowd favourites. Adrian pumped up spectators with a great run in his SBC-powered Sigma, before he and his co-pilot celebrated a successful skid by chucking his shredded tyre over the barrier.

The husband-and-wife team of Brad and Britt Kilby in the HAMMERTIME Daihatsu flew across the pad, piloted on this occasion by Britt. A tight tip-in and impressive speeds saw the LS-powered machine pirouette up and down the entirety of the pad, making big smoke.

Harry Seaman's HAZARD VK showed the crowd that you don't need a blown big-block to rip a killer skid, getting the job done with a supercharged 202.

Shannon Heraud put fire crews to work after his TUF253 Escort caught alight, following a near miss where he almost hit the wall while skidding back towards the startline.

Smoke once again turned to fire as American

guest and YouTube star Cleetus McFarland hit the wall in his big-block TOAST Camaro shortly after a powerful take-off. After a solid hit into the barriers, flames consumed the rear of the car, making TOAST truly live up to its name. Cleetus and his team had to push the beleaguered Chevy off the track.

More havoc then followed in the form of FEAR. Fred Watson's Monaro did an impressive burnout across the entire track, before he hit the wall head-on, bringing the day's action to an immediate halt.

Due to that incident, the Shootout continued on Friday, with HANFUL, Mark Schwarz's HQ GTS Monaro, taking the pad at 1pm as the final competitor. For Mark, having to wait an extra day was worth it, as he was rewarded with one of the five Burnout Masters berths up for grabs. Andrew Lynch in LYNCHY, Stephen Marsh's IH8FDS VE Commodore, the WARBIRD XP of Marc Waddington and Craig Meston's PINKY VK Commodore were the other entrants given the chance to play in the big leagues. ■



With a high-speed tip-in and impressive precision, Andrew Lynch, aka LYNCHY, twirled his infamous Corolla up and down the entire pad. Spectators screamed as the burnout veteran narrowly avoided hitting walls while filling the air with thick clouds, before leaving on sparking rims



STORY ANDREW BROADLEY
PHOTOS CHRIS THOROGOOD



HANGIN' TUFF

THERE'S ONLY ONE PLACE TO GO TO SEE THE BADDEST SUMBITCHES AT SUMMERNATS: TUFF STREET

TUFF Street is not the place to hang out if you value your peace and quiet. With Skid Row just next door, the joint is constantly cloaked in tyre smoke, and the roar of blown V8s is ever-present.

Though that seems fitting, given the nature of the mechanical monsters that call Tuff Street home. Sky-high tunnel rams, howling superchargers, meth-addled big-blocks, turbos the size of your noggin and whopping tubs filled to the brim with drag radials are the order of the day.

Several repeat offenders fronted up for Tuff Street judging at *Street Machine* Summernats 33, including Phil Kerjean with his aptly named TUFFST Commodore wagon. A past Tuff Street Champion, the flanks of the wagon are airbrushed with other winners, and the car is powered by a mental blown small-block Chev. Tuff Street judging aside, Phil was also competing in the Burnout Masters at Summernats 33, and while he missed out on a spot in Sunday's final, he managed to podium in the Summernats Burnout Championship. A suitably purposeful Tuff Street ride, then.

Matt Bell's mental blown, injected big-block HG Monaro is part of the furniture at Tuff Street, and this year it picked up an Engineering Excellence award in Pro Tuff. The car has an incredible presence about it and is always a hit with the punters



We first eyeballed Scott Barter's freshly completed Chevy pick-up at his Oxytech open day a few months back. It's powered by a blown Holden V8, but its exterior finish is by far its coolest feature – the whole damn thing is powdercoated!



Got any blacker? Kallan Mossenton's H8LAG VH Commodore jagged the win in Comp Tuff, with the owner-built, 10/71-topped, mechanically injected small-block Chev spitting out a hateful 1600hp



Similarly, Phil's mate Owen Rice doesn't believe in 'Chinese Chevs', and his stunning CV8 Monaro also runs a good old-fashioned blown and injected meth-chugging small-block. It too is built to decimate tyres, despite its show-worthy appearance. Somewhat poetically, Phil and Owen took out second and first place in Pro Tuff, respectively.

In the Street Tuff class, it was newcomers who scored the tinware, with Nick Knight's KILRHQ Kingswood pipped at the post for the class win by James Kemp's early-girl Commodore, which also claimed the Engineering Excellence award in the class. Kemp's centrifugally blown, plastic-powered VH is a seriously cool bit of kit, running into the 10s at Heathcote. To read up on it, check out Urban Warfare on page 224 of this very issue.

There you'll also find the lowdown on Kallan Mossenton's devastatingly fearsome VH, built with a howling, 1600hp small-block Chev. Kallan's H8LAG took the win in Comp Tuff, followed by a relatively new addition to Tuff Street regular Steve Grima's stable – a bright green VN powered by a turbocharged LS. Steve is threatening to bring the car to Drag Challenge this year, and we'd love to see it there.

But of all the toughies on Tuff Street, which one was found to be the toughest? That'd be the FRIED CV8 Monaro belonging to an ecstatic Owen Rice. "It's a bit surreal, to be honest!" said Owen. "Everyone says how good the car is, but I just never pictured winning Tuff Street – I'm absolutely stoked.

"After we won the award I took it down Skid Row for a celebratory burnout – we skidded the billets, which was fun. I took my mate Matt Sims to thank him for the work he'd done on the car. There was a lot of work involved in getting the car ready for Summernats after the fire at Bathurst Autofest, so it was a great weekend across the board. Now to start driving it more!"



After FRIED caught fire at Bathurst Autofest, it sat stagnant in the shed for a while and owner Owen Rice fell out of love with it. After the pair were crowned Tuff Street Champions at Summernats 33, it's safe to say the romance has been rekindled!



Stephen O'Meara reckons nothing sticks to his 'TEFLON' LX Torana, but with a tough (not to mention exquisitely detailed) VN-headed Holden V8, tubs and mile-wide Convo Pros under the bum, the punters' eyeballs were glued to it all weekend



STORY GLENN TORRENS
PHOTOS TEAM SM

STREET SPIRIT

REAL-WORLD STREET CARS VIE FOR TOP HONOURS AT SUMMERNATS 33

IT WAS damn hot; the temperature in the Summernats Top Street show just outside the Elite Hall soared beyond 44°C. But that didn't melt the smiles from the faces of Jason Pace and Peter Sidoti, whose beautiful cars, parked adjacent to each other, had earned the honours of Top Judged Street (see breakout, page 146) and Street Champion respectively.

Peter has been bringing his jet-black 1965 Mustang – powered by a blown, alloy-headed 302-cube Windsor V8 – to Summernats for around 15 years. In that time, he's taken home plenty of awards, but this was his first Street Champion gong, and his first 'Nats with his family by his side, so this year's win was pretty special!

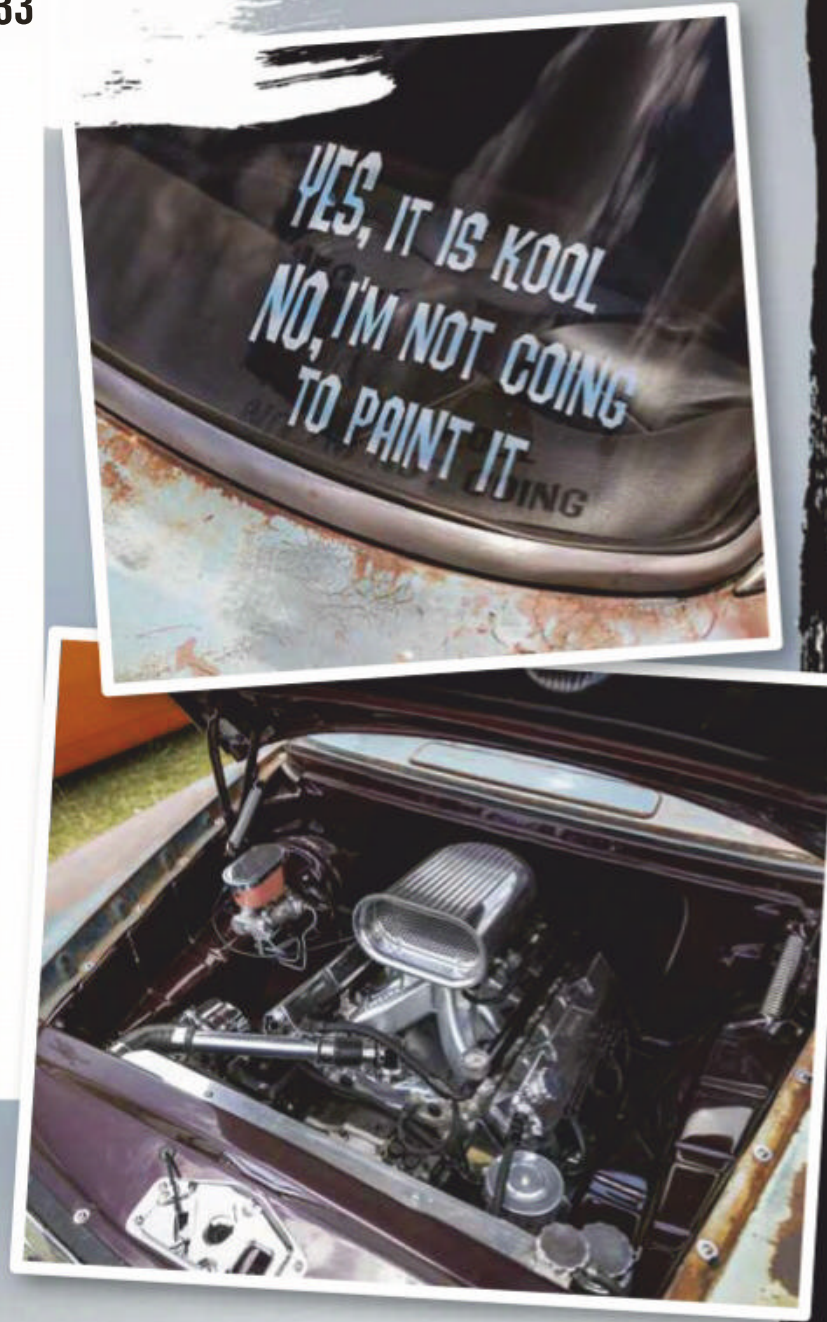
Another happy fella was this year's Encouragement Award winner, Curtis Ryan. "The trim was the best part of the car when I bought it," Curtis said of the powder-blue and flared LH Torana SL/R he purchased about 12 years ago. The former mechanic put his trade skills to good use by buying a damaged LS V8 and rebuilding it with a 383ci stroker crank and ported heads. Both the mill and a Tremec

TKO600 manual were installed using a mix of Tuff Mounts and Mal Wood components, with most of the work done in the home garage. "It was just going to be a nice motor in a nice car," he laughed. Yeah, we all say that!

These were just three in a lolly-shop display of more than 30 of Australia's best real street machines. For the Elite-class cars in the nearby big hall, the judges inspect the whole car – body, undercarriage, interior and engine bay – but for Street entrants the vehicle undercarriage isn't judged, which meant the metal on show, whether old or new, offered a veritable how-to for anyone intending to build a terrific cruiser.

"We're seeing people make a decision about what they want and what they can afford," says Summernats Chief Steward (and past Grand Champion winner) Drago Ostric. "In the early days of Summernats it was Elite, and sort of nothing else. But these days, they can choose to build a street car, and with the judging the way it is, they can earn just as much respect for going the street car route. They can put their effort and money into where they can see it, use it and enjoy it." 

Mark Farnell's wonderfully crusty, original-skin FC Holden has been treated to a 304ci Holden V8 running Haltech throttlebody EFI on a high-rise manifold. A VS Commodore floor graft allowed easy installation of retrimmed Commodore seats, and the metal of the interior, underside and under-bonnet areas have been painted in a deep mulberry





Is Peter Sidoti's '65 Mustang the winningest car in Summernats history? The B&M-blown, street-driven, Windsor-powered Muzzy has won stacks of Street-class tinware over the past 15-odd years, and this time went home with the accolade of Street Champion



This is why we come to Summernats – to see crazy stuff like Derek Mackay's two-door '68 Cortina. It's been repainted in the original Candy Apple Red, but under the bonnet is where the action is, with the now 2.1L SOHC motor topped with a 3/71 blower pushing 5psi and 51mm EMPI carb



These blokes had the best seats at Summernats! Andrew Burns (grey lounge) and John Morton (black) crafted their Summernats cruisers from a couple of old lounges and a pair of electric wheelchairs. Plans for next year include a bar fridge beside each lounge so the lads can enjoy a couple of cool bevies

This Chev sedan delivery is owned by Sam Gritzalis, who cruised it up to Summernats from Melbourne. "I bought it three years ago from a mate who imported it," he said. "We added a bit of bling to it such as the curtain pattern and some metalflake." The delivery wears 1959 Caddy tail-lights and is pushed along by a cammed 350





Mercedes-Benzenes don't seem to have caught the attention of Aussie street machiners, but that might change thanks to Malcolm Sterling's 1967 W110-series 'fintail' sedan. An unfinished project when he bought the car, Mal completed the ex-Holden LS V8 and auto transplant and added a 9in

TOP JUDGED STREET

JASON Pace's Blue Meanie SS Group A-inspired VK Commodore was bought three years ago already built as a 308-powered true-blue tribute. The car's path to Street-class perfection began soon after the rear suspension failed during a hit at Sydney Dragway. A bit of metalwork under the rear soon grew to a full-on build that saw the car arrive at Summernats last year. The body and paint is a team effort by Steve's Custom Automotive, Malibu Paint & Panel and Ground Level Panel & Paint.

"I built it as a Street-type car, but the judges encouraged me to run it in Elite last year," Jason explained. "But for this year I put it in Street, which is what I intended all along." Rolling on 22s, it's powered by a naturally aspirated, 750hp, 440ci LSX built by Westend Performance.

"The underside is just stoneguard, so I can use it on the road without any worries," Jason said. "I take it out to a fair few shows, dinners and cars-and-coffees. Whenever I say we're taking it out, the kids [Nicholas, 13; Monique, 11; Justin, 10; shepherded by wife Ann-Marie] are the first ones in, before me!"

The VK went home with Top Engine Bay, Top Standard Paint, 2nd Top Bodywork and Top Sedan, all adding up to Top Judged Street.





Curtis Ryan's super-sano LH Torry took out the Encouragement Award in the Street judging and nabbed a slot in the coveted PPG Vibrance Supreme Entrant showdown on Sunday morning. With a 383ci LS mill and TKO600 'box, it looks like a fun drive!



This pair of Morrisies were unmissable parked on the grass all weekend. Bruce Perry's silver ute is a 1960 model running a Toyota Corolla motor. There's plenty going on here, including the 4in roof chop, suicide doors, flared front guards, custom tray and a billet grille. Peter Claydon owns the other one, painted in EH Holden Valley Mist green and chopped 3in at the front and 6in at the back. Originally built by Paul Kelly, it's powered by an 1100cc A-series motor with a Corolla five-speed

Was your pop's car as cool as this? This Ford Fairmont wagon had the box ticked for the mighty 5.8L Cleveland V8 when it was bought new in 1978. Eventually it ended up disassembled in a workshop before being bought by Sean and Matt Stapleton. Dad Sean fixed the body before son Matt applied fresh Desert Gold paint



STORY IAIN KELLY
PHOTOS SM STAFF

HIT FOR SIX

MARIA PASSOS'S SEVEN-SECOND BARRA BEAT A BUNCH OF TURBO V8s TO WIN HALTECH HORSEPOWER HEROES FOR 2020

BRUTAL heat and thick bushfire smoke didn't stop records being obliterated in the Haltech Horsepower Heroes dyno comp at Summernats 33. Maria Passos's XR6 Turbo Falcon blew the crowd in the MPW Performance dyno hall away with the very first run of the competition, running 2048rwhp from the 3.7-litre turbo Barra to break Michael Daniels's 1131rwhp Forced-Induction Six-Cylinder class record from Summernats 27.

Maria backed it up on Sunday with a 2202rwhp run, pushing 57psi through the little big-six to not only take the FI six-pot class win but also the outright Haltech Horsepower Heroes award.

"The goal for the weekend was to make over 2000hp at the wheels, and we did that on the first day," Maria said. "This car is my life, and the ultimate goal is to eventually run a 6.99@218mph."

The 3.7-litre de-stroked Barra is a monster piece of work, and the car has run a PB of 7.71@188mph despite a portly 4180lb mass and stock IRS cradle set-up in the rear end. The internals are all Dyno-mite Performance equipment, including a billet crank, with a billet intake manifold being added before the 'Nats.

A Haltech ECU controls the 57psi worth of hurt being fed into a 110mm Precision turbo, with methanol fuelling the full-weight street machine. A Rossler trans bangs gears, while the independent rear end has copped billet axles and 3.7:1 gears from a Territory.

Runner-up in the FI six-banger class, Benny Neal, was nearly 1000hp behind Maria's RIPSS Falcon, with a 1265rwhp run in his eight-second Barra-powered Toyota Cresta enough to



Ben Neal's Cresta was sporting a fresh Empire Mechanical-built Barra, featuring a heat-treated stock crank, Spool Drag Pro rods and 9.2:1 Spool-spec CP pistons. The head has been ported with 1mm-oversize valves, and the mill also features Kelford 280-degree cams and Hypertune intake and exhaust manifolds. A Garrett G42 turbo pushes approximately 35psi into the Ford six



Maria Passos's XR6 Turbo was already the quickest street Barra in the land; now it is a Horsepower Heroes winner!

BELOW: Arby brought POR440 out for a play and stomped out a best of 917rwhp. The engine is a cammed, alloy 5.3L L33 with a S485 huffer

BOTTOM: Ben Stockdale's Nissan CA18DET-powered KE30 Corolla won the Forced-Induction Four-Cylinder class with a best of 399rwhp





HIGH ROLLERS

THE MPW Performance crew not only ran the dyno hall all weekend, but brought three killer cars to compete.

Luke Foley's blue VH was fresh from a top five overall placing at Drag Challenge and spat out 1508rwhp.

Riccardo Pontonio's VK Commodore won his entry to Summernats 33 by taking out the blown class at Meguiar's MotorEx. By the time the 'Nats rolled around, the 6.2L LSA had been replaced by a 7.2L twin-turbo LSX. While it has been built to take up to 40psi, Rick only needed 28psi to win the Forced-Induction Eight-Cylinder class at Summernats, recording 1651rwhp.

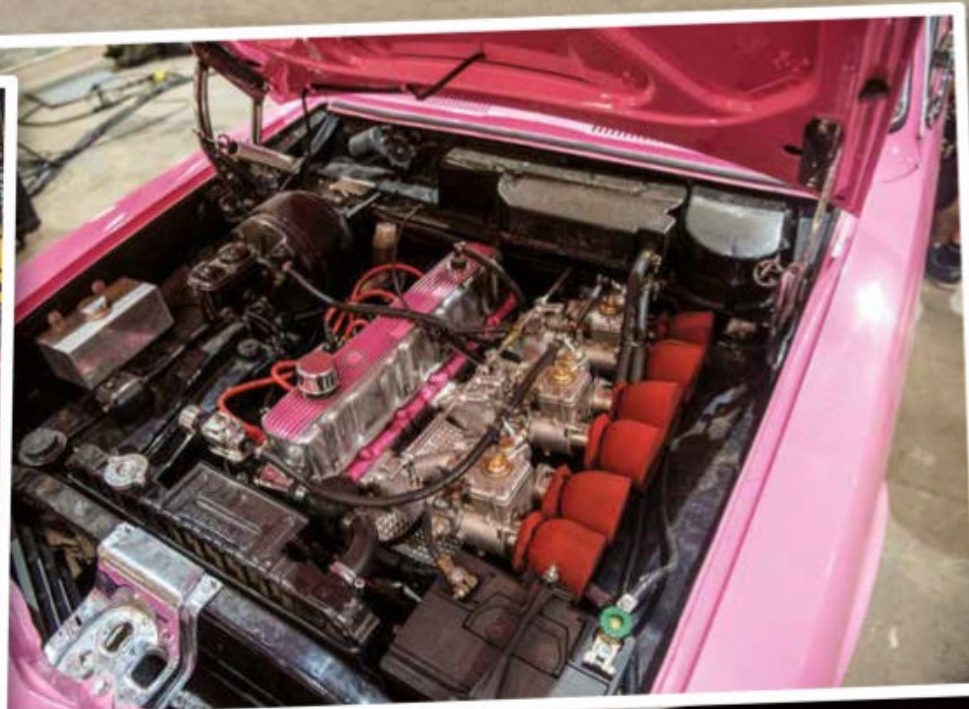
Chris Cutajar's TUFZOP VE ute made 1525rwhp on Sunday. It packs a 440ci LS up front, but the real sauce comes from a couple of BorgWarner SXE369 turbos mounted under the tray. Sucking E85, the silver brute runs a stock Siemens ECU, and even smoked out Skid Row over the weekend.



Scotty and Kian brought two *Carnage* projects past the dyno, with the now Barra-fied MX-5 rolling 562rwhp on Friday and the 1JZ-powered Trolvo making 491rwhp

BELOW: Michael Rattey's sweet 598ci HX Sandman walked away with the aspirated bent-eight title to the tune of 536hp at the hubs





← Rick Yates's Strike Me Pink LJ Torana took out the NA six-banger class with 192rwhp from his triple Weber-fed 235ci red six. "I saw a pink one at the '89 'Nats and knew I had to have one," Rick said. "This actually started off as a factory 173ci LC GTR, but I prefer the LJ front and know I'll never sell it. I'm not scared to use it!"

← Mark Raso bought his clean VL Calais mock-up off his cousin, who'd almost finished the build before passing it on. An RB30 wearing a RB25DET twin-cam head lives up front, with a Maatouks 800hp package, GTX42 turbo and MicroTech LT16 ECU. After making 552rwhp, the angry RB unfortunately threw an accessory belt

leave Steve Farrelly's 1225rwhp Barra VL Calais in third.

Unfortunately for Steve, the weekend ended on something of a low point after his forged 4.0-litre developed a rattle from the bottom end during his third power run on the 3000hp Mainline ProHub dyno.

Top of the forced-induction V8s was Riccardo Pontonio's MPW Performance-built VK Commodore, running 1651rwhp. He led home a trio of MPW-built turbo big-inch LS combos, with Chris Cutajar's VE ute making 1525rwhp and Luke Foley's seven-second VH rolling 1508rwhp.

Top qualifier in the NA V8 class, Nigel Warr, didn't bring his stunning 615ci HQ ute back on Sunday for the class finals, leaving Michael Rattey's 598ci big-block HX Sandman clear to win the class with a stout 536rwhp. The aspirated six-pot class was taken out by Rick Yates's 235ci red motor-powered LJ Torana, with 192rwhp.

Ben Stockdale was the only forced-induction four-banger to turn up, and his Nissan CA18DET-powered '78 KE30 Corolla stomped out a healthy 399rwhp on Sunday morning to take home the class trophy. Travis Stork brought his 944 Porsche back, with the 2.7-litre four rolling 163rwhp to take his third Naturally Aspirated Four-Cylinder Horsepower Heroes win.

Only two rotors ran during the weekend, with Jaidyn Reed's Mazda RX-8 rolling a respectable 189rwhp and Cam Borserio's turbo 13B-powered 1970 HiLux pulling 461rwhp.

In the exhibition class, the Castle Hill Performance VT Commodore made 3470rwhp to break its own record for the most power ever seen on the dyno at Summernats. The Castle Hill crew had upgraded the fuel pump and were running a new set of Garrett 98mm turbos, which squeezed over 60psi into the iron big-block Chev on Sunday.

"I wanted 3500rwhp, and it could make more power, but I'm not going to worry about that because it didn't throw the rods out," said Castle Hill's Dale Heiler, who finished off the weekend by driving the methanol-fuelled machine around the cruise route to pump a set down Skid Row. ■■■



↑
Cam Borserio's '70 HiLux was the only turbo rotary at Horsepower Heroes this year. The tidy trayback has been in Cam's possession for just six months, and packs Series IV RX-7 rotors in Series V housings. The Garrett To4Z-inflated 13B made 461rwhp on Sunday to win the FI Rotary class





Mainline once again provided dynos for Summernats to use in the MPW Performance dyno hall. Haltech Horsepower Heroes was run on a portable 3000hp-rated ProHub, while the Castle Hill Performance Commodore was run on a 6000hp-rated bolt-down unit. "The highest power figure we've seen on one of our dynos was 5235rwhp by a Radial vs The World Corvette in the USA," Mainline's Todd Lewis said

One of the neatest cars to run on the dyno was Nigel Warr's HQ ute. The pump fuel-guzzling 615ci Shafiroff big-block made 686rwhp on Friday to top-qualify for the Aspirated Eight-Cylinder class, but wasn't able to come back on Sunday. Featuring full undercarriage detailing, the West Aussie ute was as clean underneath as it was up top, and made 926hp at the crank

RESULTS

ASPIRATED FOUR-CYLINDER

TRAVIS STORK
Porsche 944 - 163rwhp

FORCED-INDUCTION FOUR-CYLINDER

BEN STOCKDALE
Toyota KE30 Corolla - 399rwhp

ASPIRATED ROTARY

JAIDYN REED
Mazda RX-8 - 189rwhp

FORCED-INDUCTION ROTARY

CAM BORSERIO
1970 Toyota HiLux - 461rwhp

ASPIRATED SIX-CYLINDER

RICK YATES
1971 Holden Torana - 192rwhp

FORCED-INDUCTION SIX-CYLINDER

MARIA PASSOS
Ford BA Falcon - 2202rwhp

ASPIRATED EIGHT-CYLINDER

MICHAEL RATTEY
Holden HX Sandman - 536rwhp

FORCED-INDUCTION EIGHT-CYLINDER

RICCARDO PONTONIO
Holden VK Commodore - 1651rwhp

SUMMERNATS 33 HORSEPOWER HERO

MARIA PASSOS
Ford BA Falcon - 2202rwhp



STORY KIAN HEAGNEY
PHOTOS TEAM SM



TOAST OF CANBERRA

AMERICAN YOUTUBE STAR CLEETUS McFARLAND BROUGHT HIS 'TOAST' CAMARO TO SUMMERNATS TO TRY HIS HAND AT BURNOUTS OZ-STYLE

CLEETUS McFarland (aka Garrett Mitchell) is one of the biggest names in the YouTube world for car nuts, amassing a huge following in only a few years with his love of turbos, V8s, Mountain Dew and all things freedom. His most famous car is Leroy, a twin-turbo, seven-second manual Corvette (not that there's much 'Vette left) that launched him into stardom.

Summernats 33 was Cleetus's third time at the event, but this time he decided to take his 'Nats game to a new level by building and shipping his own car all the way from the US to take on the Burnout Masters. What resulted was a hastily prepared third-gen Camaro dubbed TOAST, sporting a monster 632ci Blueprint big-block and with a huge, freedom-inducing blower.

With such a short turnaround to get the car

ready before it had to be shipped here, Cleetus hadn't turned the wheel of the thing until he hit the pad on Thursday afternoon as part of the Last Chance Wildcard Shootout for the Burnout Masters. The skid started off swimmingly, but was cut short due to engine trauma. Not to be beaten, Cleetus and crew dug deep and found a new mill for TOAST, before sending it out for exhibition runs on Saturday and Sunday.

Alongside his burnout duties, he also took on the celebrity mower race, in which he was just beaten by local hero Shannon Noll.

We sat down with Cleetus on the last day of Summernats to discuss his love of Australia, burnouts, and what the future holds.

How has your 'Nats weekend been?

Busy! We've been breaking stuff, fixing it,

breaking it again, fixing it again and having fun.

It's a big deal to ship a car all the way from the States for an event like this; what is it that keeps you coming back to Australia?

It's just the volume of people here and the volume of cars. In the States we cap our events at 30 cars, and there are more than 2000 entrants here! There's so many cool cars, so for us to get over here, it's not like we were just going to some small event; this is like its own little country we're in of just gearheads, and we love it.

You've built a big following on YouTube, with nearly two million subscribers, and a stable of killer project cars. How did you get started?

Cleetus started on a whim, just having a good time with some buddies. I made a video that happened to go viral with the 1320Video guys,

Cleetus's first rip in TOAST was a baptism of fire, literally. Taking on the Last Chance Wildcard Shootout on Thursday afternoon, Cleetus got things off to a great start with a monster tip-in, but got cut short when the car had a huge oil fire just 30 seconds in, which killed the 632ci BluePrint Engines big-block



Despite busting the engine and putting themselves out of the running for a shot in the Masters, Cleetus and the crew got to work sorting a new donk for the Camaro, and with some help from Steve Nogas and the crew from the Canberra Institute of Technology, they had TOAST fixed and ready to hit the pad again on Saturday



and from there it just built into something fun. We just build cars; we're just like every other car guy – we build stuff and we do crazy stuff that we just film. A lot of these guys don't film what they do. So we're not different from those people; we just put it on the internet.

Tell us a bit about TOAST. You've it built specifically to bring over here and destroy tyres.

We wanted to choose a car that was rare over in Australia but also cheap and available in the States, because we knew we were going to destroy it – I've hit the wall twice already and I'm probably going to smack the wall today. It made sense to be a third-gen Camaro, and the way we built it, with the big-block and big blower, is just Australian-style. That's what all the kings out here have – the higher the hat, the better it is. We're hoping to build a crazier set-up for next year, but we did it in such a short period of time. We just put a bunch of power in a Camaro and sent it over. It's not a true burnout car yet, but it's close enough.

What's it like to drive?

As far as a burnout car goes, I have absolutely no control over the car; it does whatever it wants to do. I'm in there turning the wheel and the car is just driving around. But it does smoke tyres, so I'll give it that – that's where it gets its 2/10 points! That's the fun part of it though. It's almost more fun that I'm just sending it in there with absolutely zero idea of where I'm going to end up, because that car is out of control.

Do you have plans for the 'Nats next year?

It's hard to say what condition TOAST will be in by the end of 2020, because he'll be going around the country doing skids in America, but maybe at that point we'll say we need something with a shorter wheelbase, something that turns harder, and build a different car and send it back over here. 🗝️



In the celebrity mower race, Cleetus took on the likes of Gary and Jake Myers, John Bowe and *Street Machine* delegate Bubba Medlyn. However, they were all aced by muso Shannon Noll!



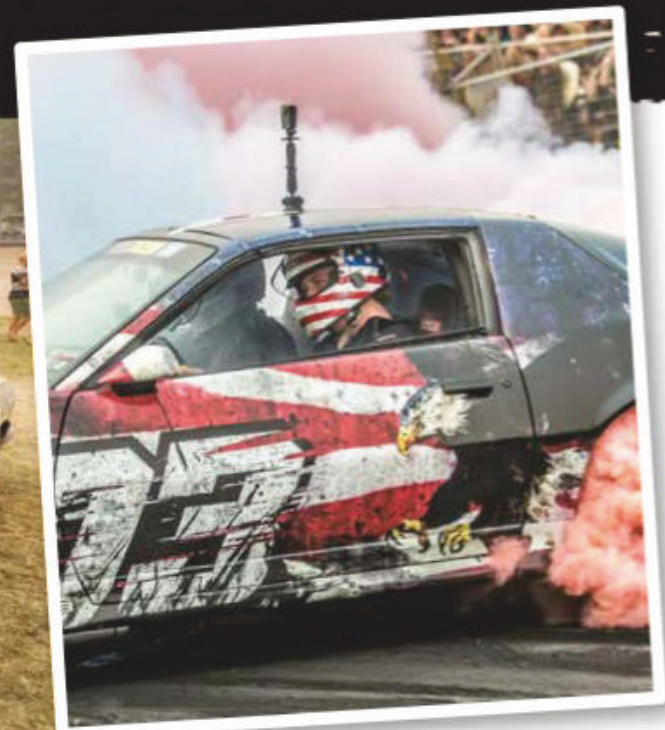
The carnage wasn't just limited to the engine, with Cleetus getting both rear corners of the Camaro acquainted with the walls over the weekend as he sent it hard to give the fans a proper show





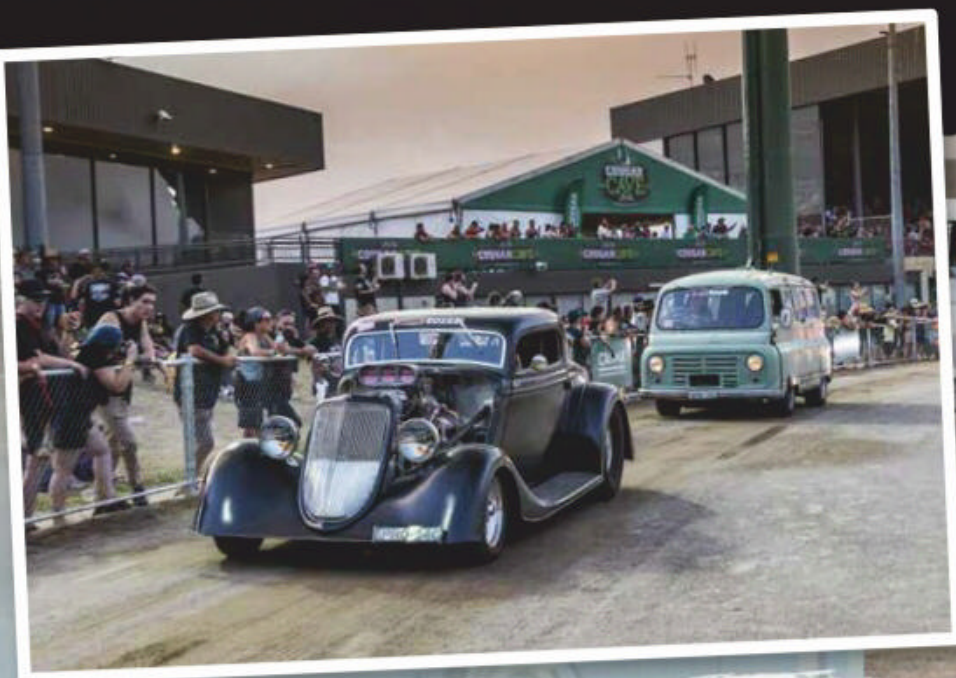
Cleetus returned with a fresh engine on Saturday and did what he came here to do – get the tyres off – even if that meant nosing up to the wall to finish the job. He came back for one last burnout on Sunday as a curtain-raiser for the Masters, but was again cut short when the engine shut off prematurely

The Summernats crew organised for Cleetus to have his own mini-Cleetus & Cars meet-and-greet on the last day of the 'Nats, giving out awards to his favourite Aussie automotive specimens and spending time with adoring fans, before jumping in an EH Holden to take a lap of the cruise route and down Skid Row



STORY BORIS VISKOVIC
PHOTOS TEAM SM

Scott Barter from Oxytech brought along his '56 Chevy pick-up, cruised the wheels off it and picked up the Top Cruiser award. Being a purveyor of fine powdercoating, it's not surprising that there's no paint or plating on the truck



SUPER TROOPERS

THE SATURDAY-NIGHT SUPERCUISE IS USUALLY A DUSTY AFFAIR, BUT EVEN THIS YEAR'S WEATHER CONDITIONS COULDN'T TAKE THE SHINE OFF THIS GREAT SPECTACLE

AFTER the hottest day ever recorded in Canberra, it was a welcome relief when the temps finally dropped as the sun dipped below the western horizon and the cars started to line up for the Saturday-night Summernats Supercruise.

The glitz and shine of the event had definitely been dulled by the amount of dust falling on the cars all day, and the cars vying for Grand Champ didn't have to complete the usual three laps of the trotting track or compete in any of the driving events. This meant that there were very few, if any, cars from the Elite Hall lapping the track, but there were still plenty of Street Elite and burnout cars chucking laps.

One of the coolest was the new ride from David

Cufone of 1FATRAT fame. It's a '68 Chevy Nova, resplendent in black (of course) and highlighted with a white Yenko S/C stripe; Yenko being racer Don Yenko's Pennsylvania Chev dealership that was renowned for its customised muscle cars in the 60s.

Dom Luci left his just-unveiled VK in the Elite Hall and jumped into LITMUP to cut some laps with a carful of mates, but surely the wildest ride at the Supercruise was Fred Cavassini's '34 coupe, which had been off the road for 20 years. After losing good mate Mario Colalillo to a heart attack in late 2018, Fred figured life's too short and is getting as much use as he can out of the blown and injected methanol-fuelled beast.

Three waves of cruisers completed their laps,

and the next item on the agenda would usually be a fireworks display, but not surprisingly – with fires ravaging the country and EPIC about as dry as a dead dingo's old fella – that was called off. All it meant was the crowd could get into the rock'n'roll a bit quicker, so as the gates opened onto the infield, people bolted to get a good spot in front of the stage to ensure the best view of Nollsy's crotch and sweet-rocking moves.

Even after his hard-fought victory in the mower racing, Nollsy still had the energy to belt out a one-hour set. It must be tough to follow such a legend, but hard-rockers Airbourne had no problem getting the crowd jumping. If you're worried about AC/DC not being around anymore, make sure you get onto these guys. 

For plenty of 'more experienced' street machiners, there's just something about a hotted-up FJ Holden. "My mate Paul Cundy reckoned he had a dream about my FJ looking like a nostalgia racer," explained owner Ben Wells, who had his Chev 350-powered FJ at the 'Nats last year. So just before Christmas, body-man Paul 'patinaed' the car for a fresh 'old' look for 2020



This is what it's all about: getting a carful of mates, having a great time and tapping into the spirit of Supercruise. The chariot is Martin Ciccone's HZ Kingswood, RU4RIL, which spent most of Summernats popping wheelies on the cruise route

David Cufone will never be able to replace his killer Chevelle 1FATRAT, but his latest ride, this equally tough '68 Nova, will do just nicely. The NOVAKILL plates say it all



Summernats founder Chic Henry and judge Tony Cairns clown around in front of Chic's iconic big block-powered '62 Impala

STORY BORIS VISKOVIC
PHOTOS CHRIS THOROGOOD



TEAM SUPREME

TEN OF THE BEST CARS AT SUMMERNATS 33 LINE UP FOR THE 2020 PPG VIBRANCE SUPREME ENTRANT AWARD

THE team from PPG picked 10 stunning cars to duke it out for the PPG Vibrance Supreme Entrant award on Sunday morning at *Street Machine* Summernats 33. The award is voted for by the public, and with the 10 contenders lined up along Central Park – with no barriers around any of the cars – it was a great opportunity for the punters to get up close and personal with these stunning creations. With the pressures of the Elite Hall behind them, the car owners could relax and were more than happy to chat to spectators about the features that make their car special.

When the votes were counted, it was Charles Harley's '57 Chev Bel Air that was crowned the Summernats 33 PPG Vibrance Supreme Entrant. We featured the car in bare-metal form in the February 2019 issue of *Street Machine*, so it was great to finally lay eyes on the immaculate finished product. 🗝️





SUPREME ENTRANTS

CHARLES HARLEY

1957 Chevrolet Bel Air Sports Coupe

PETE AITKEN

1974 Ford XB coupe

ROBERT HARDING

2014 Holden VF Maloo ute

PHIL KERJEAN

1980 Holden VC Commodore wagon

WAYNE LINEKER

1968 Chevrolet C10

JASON PACE

1985 VK Holden sedan

OWEN RICE

2004 Holden Monaro coupe

CURTIS RYAN

1974 Holden Torana sedan

TIMOTHY SALIBA

1993 Holden Commodore sedan

TOMISLAV VATAVUK

Ford Falcon XB sedan

PPG VIBRANCE SUPREME ENTRANT

CHARLES HARLEY

1957 Chevrolet Bel Air Sports Coupe



We featured Wayne Lineker's slammed C10 in the build back in *SM* July 2018. Search for 'Lineker' on whichcar.com.au for the full story

STORY KIAN HEAGNEY



A - G R A D E C A R N A G E

THE *CARNAGE* CREW HIT UP SUMMERNATS 33 IN TWO HASTILY BUILT MACHINES

THE build-up to Summernats 33 was nothing short of chaotic for the *Carnage* crew, who worked through most of the Christmas break to get two mad machines ready for a weekend's cruising and burnout action.

After some long hours, many swear words and crossed fingers, both cars somehow made it to Canberra, and fans couldn't stop gawking at the new-look, now Barra-powered MX-5 and laughing at the 1JZ-powered Trolvo (yep, a Volvo at Summernats).

Both cars impressed on the MPW Performance hub dyno, too, with the Mazda massively exceeding Scotty's expectations. "I was hoping for around 500rwhp, so 562hp is just awesome!" he said.

The Trolvo also put in a good showing, screaming out 491rwhp with its (arguably) oversized turbo. While you would think 490 horses would be more than enough to help the Trolvo let rip on Skid Row, unlike the MX-5 it initially struggled to turn a tyre in the burnout alley, even with the single-legger diff.

"The problem is the rear housing on the turbo is too big and it doesn't make boost until 4500rpm," said Scotty. "So getting it to get on boost on all the rubber that's been laid down isn't happening." Not to be beaten, Scotty pulled an old trick out of the bag, clamping off the rear brakes to finally get the Trolvo smoking to the tune of JZ glory down Skid Row.

Both cars took on the 'Nats go-to-whoa comp, as well as the Supercruise on Saturday night. Aside

from a melted fuse in the Trolvo on Thursday, the two cars were performing swimmingly – until the MX-5 spat a belt on Sunday, punching a hole in the radiator with the destroyed pulley. "I wondered why it was getting a bit hard to start, so I looked under the bonnet and, sure enough, the belt was just hanging there," said Scotty. To top off the day of, er, carnage, the Trolvo copped a flat rear tyre just hours from being carted away on the trailer.

Despite this, we consider our Summernats exploits a roaring success, given neither car looked like it was even going to make it a week out from the event. You'll be able to see all the wins, losses and general mayhem unfold in upcoming episodes of *Carnage* on both the *Street Machine* website and our *StreetMachineTV* YouTube channel. 

KA-CHOW!

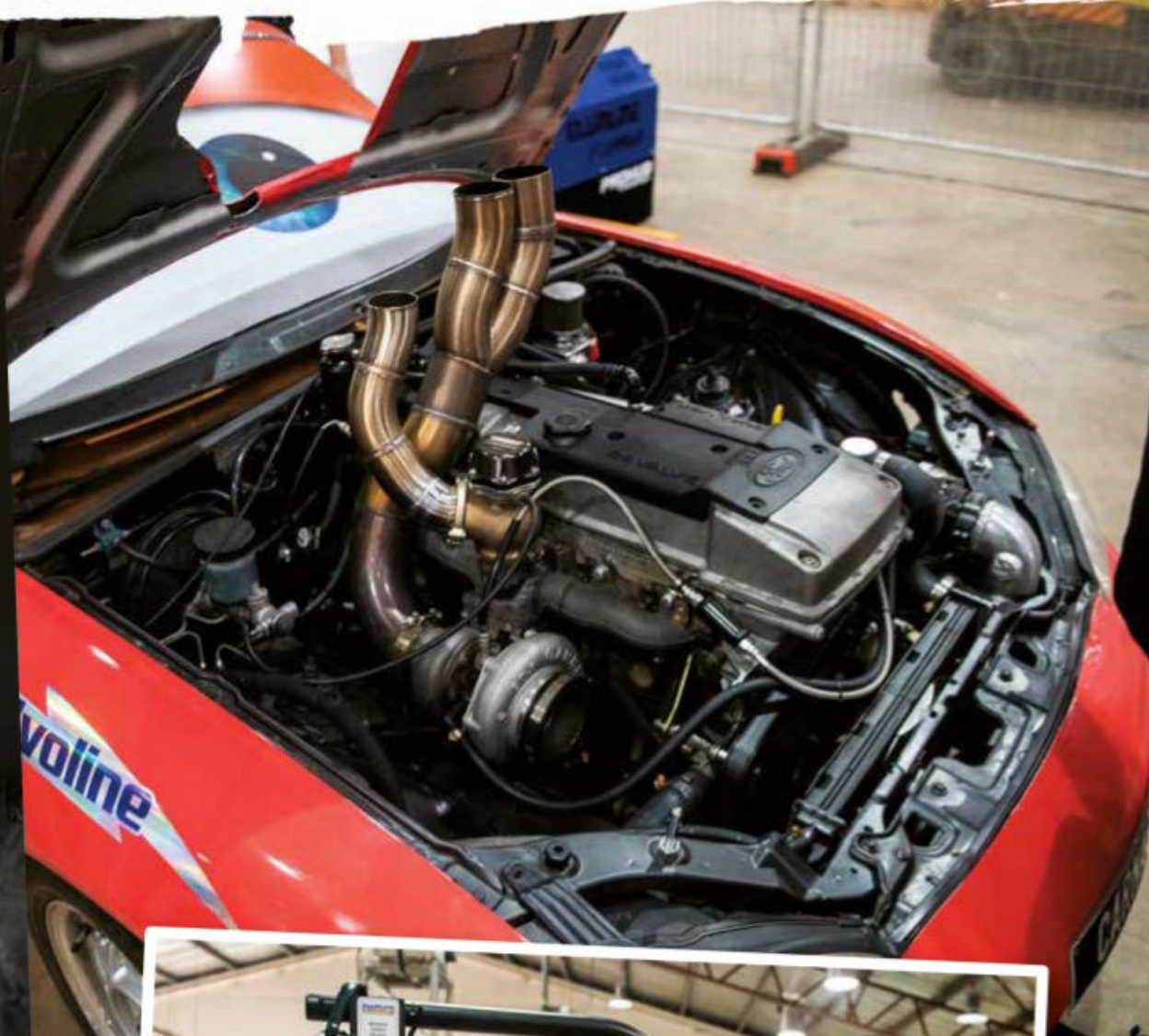
OUR little Mazda MX-5 was a disgusting, neglected, 'hairstylist' cliché when we got our hands on it in 2017, but a plan was hatched to ditch the four-pot in favour of a twin-turbo LS1.

The car was shipped to All Race Fabrications for the chassis and 'cage work, the rear end getting completely remodelled for a four-link nine-inch and just enough room for a pair of 275/60 drag radials.

Deadline for the project was Red CentreNATS 2017, and with barely a week in hand, Scotty pulled herculean hours at MPW Performance to finish the car just in time. After doing the 'Nats and Powercruise rounds, it returned to the Red Centre a year later and lazily ran a 9.9 with MPW's Luke Foley behind the wheel. It was then parked up for 18 months.

The stock 600hp LS1 proved to be a bit tired, and when the 5.3L iron-block LS we picked up to replace it turned out to be junk, Scotty decided he'd had enough of the LS life and stole the Barra from our soon-to-be-scrapped Ford Territory for a new life in the Mazda.

Once again, with only weeks to go before Summernats, Scotty set about cutting what was left of the MX-5 engine bay to fit the mammoth donk, before giving the outside a birthday with a Lightning McQueen-style makeover. The new, improved MX-5 made it to Summernats 33, to a great reception.



With a spare set of burnout tyres replacing the meaty drag radials, the freshly Barra-powered MX-5 had no issues lighting it up on Skid Row. The Trolvo, however, had to have its rear brakes castrated before it would turn a tyre down the alley, but eventually it managed to lay down a few single-tyre fires



SWEDE & SOUR

ONE of the newer additions to the *Carnage* fleet is our Volvo 240 sedan. Why the hell does *Street Machine* have a Volvo, you ask? Because it's hiding nearly 500rwhp of 1JZ goodness, of course!

But to say the journey to get to that point was challenging would be an understatement, as the car fought us tooth and nail the whole way. Purchased for a measly \$1000 with the 1JZ and 'box already semi-mounted into the red brick, it seemed Scotty had scored the bargain of the decade. However, the curse of buying unfinished project cars bit hard, with a simple plumbing job turning into a complete re-wire of the engine management with a Haltech ECU and wiring loom, new fuel tank and fuel system, and dozens of other little jobs.

We finally got the car running, only to find out just weeks from Summernats that the original twin turbos were completely rooted, leaving the car's 'Nats debut in serious doubt. Thankfully, the boys at Maxx Performance jumped in and helped convert the Trolvo to run one of the spare single turbos from the MX-5's old LS set-up, resulting in one angry little Swedish machine.



The punters couldn't stay away from the cars during the event, with the MX-5's new Lightning McQueen look and Barra pulsating out of what's left of the bonnet proving to be a major drawcard. And the lol factor of the big single turbo hanging inside the Volvo's engine bay was another attention grabber!



STORY MARK ARBLASTER
PHOTOS TIM McCORMACK & MICHELLE POROBIC



APOCALYPSE NOW

THICK BUSHFIRE SMOKE PROVIDED AN OMINOUS BACKDROP TO THE ON-PAD CARNAGE DURING AN EPIC SUMMERNATS BURNOUT CHAMPIONSHIP FINAL

AFTER 300 cars had battled in searing heat on the Friday and Saturday to qualify for the Summernats 33 Burnout Championship finals, come Sunday afternoon it was finally crunch time.

The scene was apocalyptic even before a tyre was blazed in anger; yellow and red skies and heavy smoke from the fires that were mercilessly ravaging our country had settled over the whole of Canberra.

Fortunately, a southerly breeze brought some cool relief as burnout stalwart Dom Luci opened the finals in his tough-as LS-powered HZ Holden, LITMUP. Having narrowly missed out on winning Grand Champion with his stunning new VK, Dom held nothing back. Massive revs from the aspirated small-block, high-speed tip-ins and awesome use of the pad had the crowd on their feet.

It was a hard act to follow, but Brett Hardy in the

PHATDAT supercharged LS-powered Datsun ute – with the carbs and air cleaners towering above the roof – hit the high notes from the get-go. With smoke thundering from under the rear quarters, the Datto chewed up the entire pad, with multiple breakneck tip-ins and plenty of limiter bashing before the rear bags exploded.

One of the early standouts was Matt Kittel's drive in his blown 1996 Commodore, LAYSEM. After a big tip-in, he headed straight to the end of the pad and started ripping off helis in the narrow part of the track with just millimetres between him and the concrete walls. The crowd went ballistic, climbing the fences as he put it all on the line. Talk about a big set of pills!

Ex-NASCAR Mopar engines have now become the flavour of the month, and Jono Kelly's 358ci R5P7-powered VK Commodore went straight to 9000rpm right out of the gate. With the screaming small-block on song, Jono took 3FIVE5 the full length

Leteisha Chun Tie brought her PARTY TIME VH Commodore all the way down from FNQ! Leteisha qualified for the Championship finals on the Saturday, but was hit by electrical gremlins. "She changed an alternator in the line-up for Skid Row," said her proud brother Jay. "Then she had a power issue on Sunday, which meant she lost spark during her finals skid. It was fixed in an hour when we got home. Next time!"

Biggest smoke of the day went to Thomas Beltrame in the FJ40 Land Cruiser, INFERNO. Talk about all or nothing! Massive rpm, wall-slammings antics and an absolutely deafening exhaust made Thomas's showing one of the highlights of the afternoon. One day he will string all the madness together and make history



Riverina local Billy Seton produced the goods in his tunnel-rammed LS-powered VK. Even with him flogging the arse out of that poor little bent-eight, it never missed a beat and really set the bar for use of the pad and car control

Beau Hinkley turned on the big revs in his PRBLM CHILD Mazda. With the red lights on the Racepak dash visible through the smoke, Beau drove on regardless in the blown, purple beast, pumping oily custard from one end of the burnout pad to the other. It was a great drive, but ultimately led to the biggest clean-up of the day. What a mess!





A WORD FROM THE JUDGES

THINKING of having a crack at burnouts? Consider these tips from the judges, and remember: at this level, judging is mostly based on what you do wrong rather than what you do right.

- Drive the car; don't let it drive you
- Big tip-ins are great, but not at the expense of smoke volume
- Think about how you will stand out. What will give you the edge over the rest of the field, in terms of both your car and engine choices?
- Don't be afraid to go aspirated; two of the top three cars this year didn't have blowers
- Excessive limiter action often indicates a lack of car control.

Best sounding car of the day was the Blown Motorsports-prepared HiLux of Wayne Daw. When it comes to blown and injected motors, they don't get any better than a George Separovich combination, and the 'Lux was off its head. While the engine sounded the goods, Wayne struggled with the tight pad, getting stuck against the wall a few times and eventually calling it quits before things got messy



← Shawn Johnson once again cleaned up the Best Four-Cylinder Burnout award in his little Datto 1600, which he had glued to the limiter in second gear. Sadly, the engine decided to give up before the tyres did and the radiator exploded spectacularly out the front of the car, bringing the show to a steaming halt

Best Six-Cylinder Burnout went to Matthew Watts in the BLO202 1973 Torana. With the butterflies on the Enderle injection hat wide open and methanol pumping through the 4/71 supercharger, Matt drove the wheels off that little Torry, with the six-banger screaming for mercy →



of the pad and tipped it in at the finish line, keeping the car visible throughout his burnout despite a hefty tailwind. Even without a blower, the BNR-prepared combination just pumped out the smoke, and Jono's burnout was up there with the best of them, earning him second place.

Another standout was Britt Kilby in the LS-powered HAMMERTIME Daihatsu Feroza she shares with husband Brad. "The plan is to keep it off the wall, rods in and tyres off," Britt declared beforehand. She then proceeded to drive the wheels off the thing, with the stout LS on the wood from start to finish. Britt was unlucky not to finish in the top three.

While Jay Chun Tie might have missed out on making the Masters final, it was pretty clear he had skills when it came to ripping a set off. The TINY TOWING stretched Suzuki Carry – complete with mid-mounted LS – covered every inch of the pad, often up on two wheels on the big tip-ins. While Jay didn't finish on the podium, he got the big thumbs-up from the crowd.

Things didn't go to plan for Steven Cliff in the blown and injected Nissan Patrol, WRANGA. Despite putting on a deafening show initially, not

long into the burnout the small-block had had enough and hung the rods out in an explosion of oil.

After missing out on the Masters finals, Phil Kerjean was not about to go home empty-handed in his blown and injected, small-block Chev-powered VK Commodore wagon, TUFFST. The Westend Performance-built small-block was on song and Phil smashed out the high notes and a gutsy tip-in to open his Summernats account. Massive smoke poured from the rear of the family truckster, and having watched all the other cars, Phil knew what it would take to seal a win. It was a solid effort, and despite some close shaves, the multiple burnout and Tuff Street winner bagged third place.

Last man standing was Rick Fuller in LSONE. Rick's had one of the most successful careers in the history of the sport, and having already secured a place in the Masters finals in his other car, there were no plucks given when it came time to mount his Championship final assault. It was a masterful display of driving, with superb use of the pad – a near-faultless burnout. The judges awarded him first place, ahead of the VK Commodores of Jono Kelly and Phil Kerjean. ■■■



Winners are grinners. Rick Fuller in the GM Motorsport-sponsored LSONE clinched the 'Nats 33 Burnout Champion trophy with one of the best efforts of his career



STORY MARK ARBLASTER
PHOTOS TIM MCCORMACK & MICHELLE POROBIC



FULLER'S HOUSE

PERENNIAL BURNOUT MASTERS BRONZE MEDALLIST RICK FULLER BREAKS THROUGH IN NEW UTE

AFTER a season of smashing tyres and taking scalps at the biggest burnout competitions in Australia, the 10 top burnout cars and drivers from around the country assembled on the Sunday afternoon of *Street Machine* Summernats 33 for the annual heavyweight showdown. With \$15K and the title of Burnout Masters Champion on the line, the packed grandstands were in for one hell of a show.

Alex Hirst in BADHT was first to step up to the plate. Alex had recently had the 400ci small-block in his HT ute totally rebuilt after the oil pump seized mid-skid, and the thundering supercharged Chevy smashed out big revs and smoke in an instant. The output was impressive, though he forfeited a little momentum when he got lost in his own smoke due to a strong headwind. When the cloud lifted, the ute lay in a pool of oil with rods out of the engine. It was a devastating blow to both the brand new motor

and Alex's Masters campaign.

Big rpm was the theme of the day, and Darryl Ferguson typified this with his foot flat to the boards of his 1949 Morris Commercial truck. The high-pitched scream of the 6/71 blower filled the burnout arena above the truck's thundering exhaust note as SMOKNRAT gathered momentum for a high-speed tip-in that finished down the end of the pad. Darryl was on a mission until he buried the rear of the Morris into the concrete in the narrow part of the track at speed. It was nasty, but the engine didn't miss a beat. He headed back towards the startline for another wild tip-in, tagged the wall again, and called it a day.

Reigning Burnout Masters champion Jake Myers took a more controlled approach. The Blown Motorsports-prepared blown and injected small-block Ford in the iconic S1CKO 1966 Mustang was screaming for its life, and ticked many boxes for the judges, banging a set

with excellent presentation and bucketloads of smoke.

Former Summernats Burnout Champ Anthony Page let his blown HZ ute loose with big, clean rpm, hosing smoke from the rear as he set himself up for a huge tip-in at the exit point of the pad. All went to plan until he was engulfed in smoke in the narrow part of the track and over the finish line. Fancy wheel work couldn't save him and he tagged the wall and completed half his burnout over the finish line, unable to see. Tough break.

Rick Fuller was a man on a mission. He had just competed in the regular burnout competition in his LSONE VK, which he ended up winning, and was clearly excited to debut his supercharged VF ute, FULL ON, in the Masters finals. The ute slammed the limiter in top gear the instant Rick dropped the hammer. It towed a mushroom cloud down the entry chute before Rick threw it at the centre of the pad for a

After clipping the wall twice, Darryl Ferguson decided he'd had enough, and with two-metre flames jetting from the twin stacks, the SMOKNRAT Morris Commercial truck made a less-than-gracious but still impressive exit from the rubber-laden and oil-soaked burnout pad



↑ Rick Fuller took a well-earned Masters win in his new VF Commodore ute, FULL ON, with 1100hp on tap. With six previous Masters appearances to his name, Rick finally broke the bronze curse after four third-place finishes!

↓ After his wife Britt had produced a stunning skid in the Burnout Championship finals, the pressure was on Brad Kilby to step it up a notch in the HAMMERTIME Daihatsu they share. The only naturally aspirated car in the Masters finals, the LS-powered Feroza was bulletproof all weekend as Brad skidded it into third place





Marc Waddington's XP Falcon has no volume control. Eardrums copped a serious beating as all 1600 horses from the blown Chev were sent cantering to the smoking rear treads. But after a mega start, it all went south when the big-block failed to proceed

Steve Edsall's blown and injected 368ci Ford built by Brett Niddrie Racing is one of the toughest small-blocks in the country, punching out over 1200hp and always sounding like it was at 10,000rpm. Despite the massive revs and constant abuse, the engine has now survived three full burnout seasons! This guy can skid!



↑ After a big tip-in on the finish line, Tim Brown tried to turn CEMBLO back toward the centre of the pad, but the rear end punched the wall on the driver's side and pinballed him nose-first across the pad into the concrete barriers



wild tip-in. Rick exhibited superb control; the car seemed to turn on a dime as he worked the full length of the pad while maintaining massive smoke. It was clearly the best burnout; frantic and faultless.

The exhaust and blower harmonies of Steve Edsall's supercharged Ford-powered XC ute were deafening as the multiple title winner tossed the car down the pad. He's earned a reputation as a fearsome competitor and it was clear why. His use of the pad was thorough, the small-block hit the high notes, and the ute turned day into night with its volume of tyre smoke. It was going to be a tough job for the judges to call this one.

Robert Cottrell's supercharged LS-powered XD Falcon, 4DH8RS, started with a couple of ripper helis off the startline before being engulfed in its own smoke and winding up back at the start. Rob set a fast pace around the pad, dispatching a set of rear shoes and getting the thumbs-up from the crowd.

With pink headlights ablaze, the flat black Daihatsu Feroza of Brad Kilby churned out big revs with its double-pumper Holley carbs sucking for their lives and its exhaust trying to deafen all in the vicinity. Brad threw it around like a rag doll. It was textbook-perfect, and the crowd was going off as he reached the one-minute mark with ease before banging both bags. That little LS could not have given any more.

It was an afternoon that Tim Brown in the CEMBLO Commodore would rather forget. He'd pulled a choice spot in the ball draw – everyone wants to go towards the end, and he was second last – and his supercharged SBC-powered VK started at level 10, with big revs and big smoke. Everything was going right, until it wasn't. With limited vision due to the smoke, Tim tagged one wall and was then sent headfirst into another, half totalling the car. He was gutted, and rightly so.

Last cab off the rank was the WARBIRD XP Falcon of Marc Waddington, which looked primed to make an impression in its Masters finals debut, especially with that high-helix 14/71 supercharger and hat stacked to the roofline. When Marc got on the throttle, the Canberra skies were instantly blanketed in blue smoke as WARBIRD left everyone else in the shade as far as plume production goes. The exhaust note was killer as the XP started its war dance in front of thousands of screaming fans. It was hard to comprehend that so much noise and smoke could be created by one engine. Then, it was all over as quickly as it had begun as WARBIRD's engine cried enough.

After careful deliberation, the judges delivered their verdict and Rick Fuller claimed his first Masters win, with Steve Edsall a close second and Brad Kilby third. Rick made history by becoming the first person to win the Summernats Burnout Competition and the Burnout Masters in the same year. The win came after six previous Masters appearances and four consecutive third-place finishes in the past four years.

"It feels great to break the third-place curse," laughed Rick. "It's been a tough road and I went into it trying to focus on having fun rather than results. It's a tough sport that's difficult to judge. There is still a lot of politics involved, but I feel the judging is the best it has ever been.

"I'm very fortunate to have achieved what I have on a small budget. If I wasn't running an LS engine I couldn't have made it this far, and definitely couldn't have afforded to build two cars.

"I pretty much pay for everything myself, but I get great support from Hasty Auto Transmissions and the guys from GM Motorsport," Rick continued. "They keep the car reliable and I've been lucky enough to win a lot along the way, which helps fund this hobby." ■

STORY IAIN KELLY
PHOTOS SM STAFF



BANK OF VALVOLINE

Street MACHINE

PAY **Matthew Morgillo**

DATE **31/12/2019**

THE SUM OF **Twenty Thousand Dollars**

\$ **20,000.00**

WINNER

STREET MACHINE OF THE YEAR



PARTY GAMES

THE SUMMERNATS 33 FESTIVITIES KICK OFF WITH OUR ANNUAL INVITATION-ONLY VALVOLINE STREET MACHINE OF THE YEAR PARTY

HELD each year at the George Harcourt Inn on the Thursday night of Summernats, our Valvoline Street Machine Of The Year party is an invitation-only VIP shindig featuring a who's who of the street machining industry. Car builders, noted racers and business owners from all over Australia spend a few hours catching up with each other while blowing the froth off the top of more than a few jars of fine ale.

While everyone loves a party, there was a serious side to the night this year, as Louis Younis kicked off a fundraiser to help the fire-fighting going on over the New Year's period around Australia. Louis, the boss of ITF Hire, threw a grand in the whippy, and attendees further donated generously to the cause, with the total raised just shy of \$2000.

To start the formal part of the evening, Rob and Julia Starling presented the Laurie Starling Scholarship for Innovation and Excellence in Automotive Fabrication. Laurie was one of the brightest lights in the Australian aftermarket industry, taken from us far too soon, and 2020 marked the sixth time his family and friends could give another young, talented fabricator a hand in achieving their dream career.

Jasmine Green is a quietly spoken mini-trucker from Melbourne, but she lets her amazing LS1-swapped '91 HiLux do all the talking. Jaz got into fab work in high school, learning how to shave her Toyota's door handles before moving on to fitting



RIGHT: After roasting in sweltering heat last year, guests were treated to much cooler temps in 2020, and the George Harcourt Inn's beer garden was heaving with punters enjoying a frosty frothy or 10, as well as a free dinner!



ABOVE: The Laurie Starling Scholarship winner, Jasmine Green, already knows where she wants to focus her skills. "I want to put this scholarship into trim work," said the barista/mini-truck enthusiast after accepting her award. "This will complement the fabrication skills I've learned. I've tried to make everything I need, as it works with my small budget and gives me real satisfaction"



airbag suspension and a four-link rear end, body-dropping the shell over the chassis, doing a full custom sheet-metal engine bay, wiring, and painting the truck herself – all in her home shed.

The second part of the night's formalities was to present Matthew Morgillo with his prize money after the South Aussie's pro street HQ Statesman took out our Street Machine Of The Year award. It was only fitting that Tony McDermott, Marketing Manager for Valvoline Australia, was on hand to give Matthew his oversize novelty cheque, as Valvoline graciously stumped up the \$20,000 and also helped throw the Thursday-night soirée.

"Thanks to all our friends and family," said Matthew upon accepting the prize money. "I can't explain the feeling. We really didn't expect to win SMOTY and we could see [Street Machine's] Dave Carey running up and down the driveway, so we were wondering if this bloke was about to mug us!"

"I have to thank all our friends and family, as it was a difficult build that we eventually overcame. This was a real father-son build, as we do one car at a time for each of us. We have one in the build now, which we'll unveil in 2021, and you'll want to see it!"

Once Telfo and the winners had left the stage, the house band was back on to play some sweet cover tunes as the party kicked up a gear and the night turned into an early morning for some. 🍷🔧



LEFT: A who's who of street machining turn out to our SMOTY party each year, including legends like Peter Fitzpatrick (second from right) and Howard Astill (third from left), who between them have probably won more SMOTY and Summernats Grand Champion gongs than anyone else





RIGHT: Lightning McBarra had the big job of greeting invitees to the party. Formerly known as MX5.7, the poor, unsuspecting *Carnage* MX-5 was given a Barra swap after the LS retired hurt. It now packs the petrol-spec motor from the dearly departed Toxic Avenger Territory, and the little Mazda was a huge hit on debut at 'Nats 33



SUMMERNATS 33 AWARDS

SUMMERNATS GRAND CHAMPION

TODD SORENSEN
1967 Chevy Impala



TOP SUMMERNATS CRUISER

SCOTT BARTER
1973 Holden HQ rebodied pick-up

ELITE AWARDS

TOP JUDGED ELITE

CHARLES HARLEY
957 Chevrolet Bel Air hardtop

ENCOURAGEMENT AWARDS

GARETH LOUGHER
1967 HR Holden

DAVID GALEA
1969 HT Holden

ELITE TOP 10

JASON BEHAN
1969 VG Valiant hardtop

DAVE DORMAN
1932 Ford cabriolet

CHARLES HARLEY
1957 Chevrolet Bel Air hardtop

ZORAN KRSTEVSKI
1982 Ford XE Falcon

HEATH & JACK MADGWICK
1964 EH Holden

LUKE MITCHELL
1973 Holden Torana

MILAN

1972 Holden Torana

TODD SORENSEN
1967 Chevy Impala

MARK STOCKWELL
1967 Chevrolet Camaro

TONY WILSON
1932 Ford Model B tudor

TOP EXHIBITION

TEAM ARMY
2019 Mercedes G-Wagen 6x6
trayback

TOP UNDERCARRIAGE/ DRIVELINE

DAVE DORMAN
1932 Ford cabriolet

TOP ENGINE BAY

LUKE MITCHELL
1973 Holden Torana

TOP BODYWORK

JASON BEHAN
1969 VG Valiant hardtop

TOP CUSTOM INTERIOR (FABRICATION)

DAVID MIFSUD
1923 Ford T-bucket

TOP CUSTOM INTERIOR (TRIMMING)

TODD SORENSEN
1967 Chevy Impala

TOP INTERIOR

SIMON MOKDASSI
1970 Ford XY Falcon

TOP GRAPHICS

ROSS MAYES
1932 Ford Model B tudor

TOP MURAL

BEN GOSPER
2019 Absolute Pace Cobra replica
convertible

TOP SPECIAL EFFECTS PAINT

MARK STOCKWELL
1967 Chevrolet Camaro

TOP STANDARD PAINT

LUKE MITCHELL
1973 Holden Torana

TOP ENGINEERED

MILAN
1972 Holden Torana

TOP COMPETITION

MILAN
1972 Holden Torana

TOP AUTHENTIC

HARVEY MILES
1963 EH Holden

TOP FACTORY PRODUCTION MUSCLE CAR

BILL KAGLATZIS
1972 Ford XA Falcon

TOP CUSTOM CLASSIC

DAN APPLEBY
1972 Buick Riviera fastback

TOP CUSTOM (MILD/WILD)

ROBERT DOWNING
1923 Ford hot rod coupe

TOP RETROTECH

JUSTIN GARDNER
1964 EH Holden

TOP UTE/PICK-UP

STEVEN ALLDRICK
1966 Ford XP Falcon ute

TOP VAN

PAUL BENNETT
1978 Holden Kingswood panel van

TOP STATION WAGON

WAYNE SLOAN
1967 Ford XR Fairmont

TOP TWO-DOOR

JASON McGRATH
1970 Holden LC Torana

TOP COUPE

MARK STOCKWELL
1967 Chevrolet Camaro

TOP SEDAN

HEATH & JACK MADGWICK
1964 EH Holden

TOP CLOSED HOT ROD

DAVE DORMAN
1932 Ford cabriolet

TOP OPEN HOT ROD

TIM BUBB
1932 Ford Model B roadster

TOP SUPER STREET

LUKE MITCHELL
1973 Holden Torana

TOP PRO TOURING

CHARLES HARLEY
1957 Chevrolet Bel Air hardtop

TOP PRO CUSTOM

JASON BEHAN
1969 VG Valiant hardtop

HIGH IMPACT AWARD

ROBERT GULJAS
2004 Holden Monaro

MASTER CRAFTSMAN

ROBERT GULJAS
2004 Holden Monaro

SUPREME ENTRANT AWARDS**PPG VIBRANCE SUPREME ENTRANT**

CHARLES HARLEY
1957 Chevrolet Bel Air hardtop

MEGUIAR'S SHOW CAR SUPERSTARS

DAVE DORMAN
1932 Ford cabriolet
CHARLES HARLEY
1957 Chevrolet Bel Air hardtop
LUKE MITCHELL
1973 Holden Torana
TONY WILSON
1932 Ford Model B tudor

PEOPLE'S CHOICE

GARETH LOUGHER
1967 HR Holden

BURNOUT MASTERS TOP 10

1. RICK FULLER
2012 Holden VE ute
2. STEVEN EDSALL
1977 Ford XC ute
3. BRAD KILBY
1996 Daihatsu Feroza
4. JAKE MYERS
1966 Ford Mustang
5. ROBERT COTTRELL
1981 Ford XD Falcon
6. ANTHONY PAGE
1978 HZ Holden ute
7. DARRYL FERGUSON
1949 Morris Commercial truck
8. ALEX HIRST
1969 HT Holden ute
9. MARC WADDINGTON
1965 Ford XP Falcon
10. TIM BROWN
1985 Holden VK Calais

BURNOUT CHAMPIONSHIP**ENCOURAGEMENT AWARD**

LACHLAN CARNEGIE
1982 Holden Gemini

BEST FOUR-CYLINDER BURNOUT

SHAWN JOHNSON
1970 Datsun 1600

BEST SIX-CYLINDER BURNOUT

MATTHEW WATTS
1973 Holden Torana

BURNOUT CHAMPIONSHIP TOP 3

1. RICK FULLER
1985 Holden VK Commodore
2. JONO KELLY
1984 Holden VK Commodore
3. PHIL KERJEAN
1980 Holden VC Commodore

TUFF STREET AWARDS**TUFF STREET CHAMPION**

OWEN RICE
2004 Holden Monaro

JUDGES' HARDCORE AWARD

BEN BOLTON
1971 Ford Capri

BEST COMP TUFF

KALLAN MOSSENTON
1983 Holden VH Commodore

ENGINEERING EXCELLENCE – STREET TUFF

JAMES KEMP
1981 Holden VH Commodore

BEST STREET TUFF

JAMES KEMP
1981 Holden VH Commodore

ENGINEERING EXCELLENCE – PRO TUFF

MATT BELL
1970 HG Holden

BEST PRO TUFF

OWEN RICE
2004 Holden Monaro

HORSEPOWER HEROES AWARDS**SUMMERNATS 33 HORSEPOWER HERO**

MARIA PASSOS
Ford BA Falcon – 2202rwhp

DYNO SHOOTOUT WINNER (INVITED DISPLAY CARS)

DALE HEILER
1999 Holden Commodore

DYNO TECHNICIANS' CHOICE

ERNIE AMENDOLA
1972 HQ Holden

ASPIRATED FOUR-CYLINDER

TRAVIS STORK
Porsche 944 – 163rwhp

FORCED-INDUCTION FOUR-CYLINDER

BEN STOCKDALE
Toyota KE30 Corolla – 399rwhp

ASPIRATED ROTARY

JAIDYN REED
Mazda RX-8 – 189rwhp

FORCED-INDUCTION ROTARY

CAM BORSERIO
1970 Toyota Hilux – 461rwhp

ASPIRATED SIX-CYLINDER

RICK YATES
1971 Holden Torana – 192rwhp

FORCED-INDUCTION SIX-CYLINDER

MARIA PASSOS
Ford BA Falcon – 2202rwhp

ASPIRATED EIGHT-CYLINDER

MICHAEL RATTEY
Holden HX Sandman – 536rwhp

FORCED-INDUCTION EIGHT-CYLINDER

RICCARDO PONTONIO
Holden VK Commodore – 1651rwhp



STREET AWARDS

TOP JUDGED STREET

JASON PACE
1985 Holden VK Commodore

ENCOURAGEMENT AWARDS

CURTIS RYAN
1974 Holden Torana
BEN HOWARTH
1984 Holden Calais

TOP EXHIBITION

PAUL CIBOTTO
1974 DeTomaso Pantera

TOP ENGINE BAY

JASON PACE
1985 Holden VK Commodore

TOP INTERIOR

DARRIN KOPP
1976 Holden Torana

TOP CAR AUDIO INSTALLATION

GINA HARRISON
2012 Ford FG Falcon XR6T

TOP GRAPHICS

PETA PSARAS
Holden VE Commodore

TOP MURAL

GINA HARRISON
2012 Ford FG Falcon XR6T

TOP STANDARD PAINT

JASON PACE
1985 Holden VK Commodore

TOP BODYWORK

PETER SIDOTI
1965 Ford Mustang

TOP STYLISTED BODYWORK

ROBERT HARDING
2014 Holden VF Maloo

OUTSTANDING ENGINEERING

WAYNE LINEKER
1968 Chevrolet C10

SPONSORS' CHOICE

DARREN HICKS
1979 Holden HZ One Tonner

TOP MODIFIED

FRANK MANERA
1980 Holden WB One Tonner

TOP RETROTECH

WAYNE LINEKER
1968 Chevrolet C10

TOP SUPER-TECH

ADRIAN CRUSE
2016 Holden Commodore SS-V

TOP CLOSED HOT ROD

JASON VYNER
1928 Ford Model A pick-up

TOP OPEN HOT ROD

SHANE ROBERTSON
1932 Ford roadster

TOP AUTHENTIC

GERRY CORBY
1987 Holden Commodore

TOP FACTORY PRODUCTION MUSCLE CAR

DARREN HOUSE
1981 Holden Commodore

TOP CUSTOM CLASSIC

JAVIER CARRETERO
1955 Chevrolet Bel Air

TOP CUSTOM (MILD/WILD)

DANNY BOARD
1984 Holden Commodore ute

TOP UTE/PICK-UP

ROBERT HARDING
2014 Holden VF Maloo

TOP MINI-TRUCK

CRAIG McKENZIE
1989 Holden Rodeo ute

TOP STATION WAGON

PETA PSARAS
Holden VE Commodore

TOP VAN

BRAD PIZZI
1964 EH Holden panel van

TOP CONVERTIBLE

STEVE SCALI
'Eleanor' 1968 Ford Mustang

TOP TWO-DOOR

NIGEL WHITTAKER
1977 Holden Torana

TOP COUPE

PETER SIDOTI
1965 Ford Mustang

TOP SEDAN

JASON PACE
1985 Holden VK Commodore

CLUB AWARDS

BEST PRESENTED CLUB

ACT STREET MACHINE
ASSOCIATION

HARD LUCK CONSOLATION AWARD

ADRIAN WOODLEY

DRIVING SKILL AWARDS

SLALOM

JAMIE ERICSON
1967 Morris Mini

HONK YA HORN

TIM POLSEN
1971 Holden Premier

MOTORKHANA

MITCHELL PULLEN
2009 Toyota HiLux

FREESTYLE FUN

SIMON NANKERVIS
1977 HX Holden cab-chassis

HEADS-UP GO-TO-WHOA

SEBASTIAN DESISTO
1981 Datsun 1200 ute

DRIVERS CHAMPION

JAMIE ERICSON
1967 Morris Mini

LONG SERVICE AWARD

GERRY MEDIATI



TEAM STREET MACHINE



SCOTT TAYLOR



KIAN HEAGNEY



SIMON TELFORD



CHRIS THOROGOOD



ANDREW BROADLEY



JACK HOULIHAN



IAIN KELLY



PAUL 'GUS' CRONIN



SHAUN TANNER



MATT REEKIE



TIM MCCORMACK



PETER FLINT

MICHELLE POROBIC



GLENN TORRENS



LUKE HUNTER



ED DAY



SHAWN MCCANN



BORIS VISKOVIC



SEAN LANDER

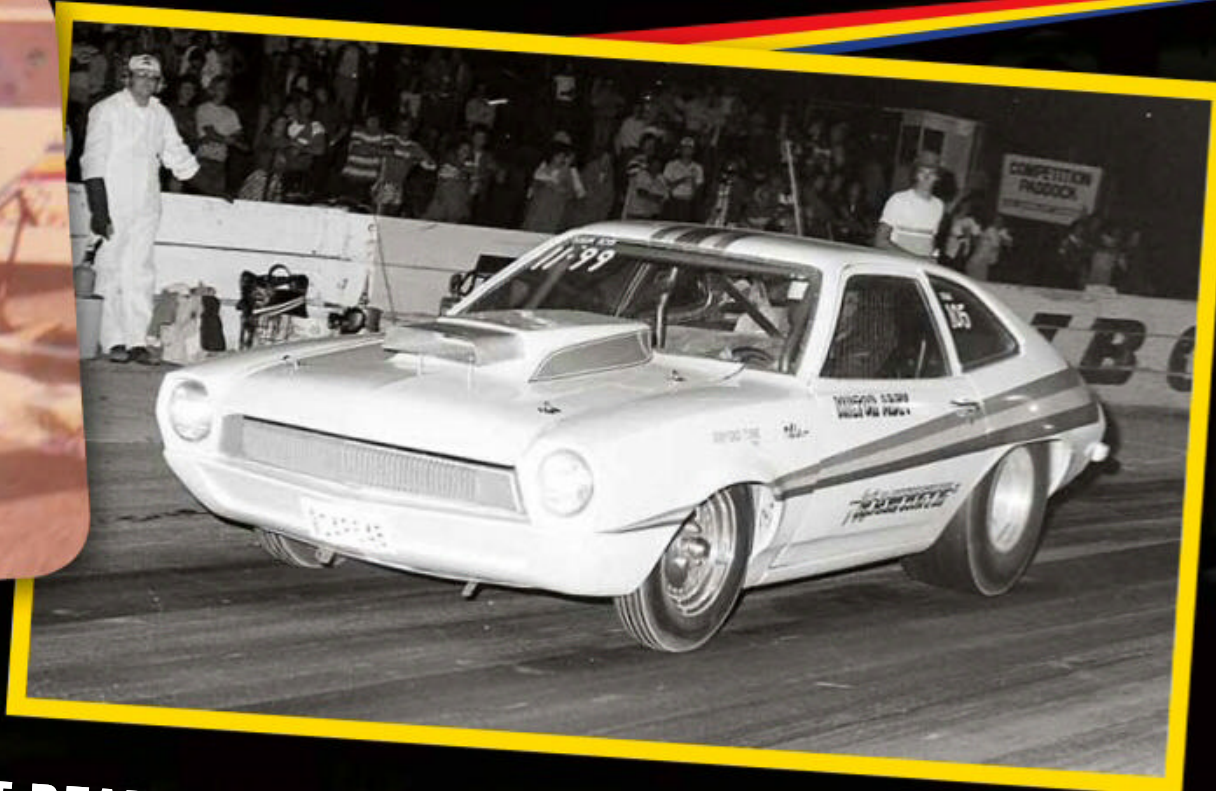


ASHLEIGH WILSON

STORY SIMON MAJOR
PHOTOS MITCH HEMMING

HISTORY REPEATING





**NOSTALGIA STALWART DEAN KUBLER BREATHES LIFE
INTO ONE OF **AUSTRALIA'S MOST ICONIC DRAG CARS****

ABOVE: Milton Adey and the 'Hawkeye' Pinto regularly competed in the SS/A class at both Surfers and Castlereagh throughout the 1980s. Milton gave back to the sport through his work for ANDRA and the development of the safety tech inspection process



THE custodians of Australia's hot-car legacy are a small yet dedicated bunch, passionate about keeping the six decades' worth of our local hot rod, street machine, panel van and drag racing history alive. Brisbane's Dean Kubler is one of them, a bloke whose finger is definitely on the pulse when it comes to the importance of preserving classic builds of the past.

Shortly after the passing of drag racing stalwart and Summernats legend Milton 'Milty' Adey back in 2010, Dean learned that a mate had the remains of Milty's old Super Stock 'Hawkeye' Pinto in his backyard. His love for nostalgia –

Milton was keen to step up his game within the drag racing ranks and had started work on a dragster chassis when he learned of a Pinto up for grabs near his hometown of Brisbane. Both the Anglia and dragster were sold off to fund this new purchase, and a fresh Hawkeye build commenced.

Following a two-year makeover, the Pinto hit the strips of Surfers and Castlereagh throughout the 1980s, running a 10.22 best in SS/A class. Unfortunately, an accident en route to race at the final-ever Surfers meeting wrote off Milton's tow car, a borrowed trailer and, sadly, the Hawkeye Pinto.

car, but sandblasting revealed a whole heap of pain ahead."

By this stage, Dean had begun researching the car's history and people came out of the woodwork supplying photos and information about both Milton and the Pinto. After rubbing through five layers of terrible paint schemes, Dean came across the remains of the original white hue with blue, red and yellow stripes, along with the Hawkeye graphics on the doors. It was a pivotal moment; Dean knew he was the custodian of a very special car with some real drag racing history, and it had to be presented just as Milton had done.

WE STRIPPED DOWN WHAT WAS LEFT OF THE CAR, BUT SANDBLASTING REVEALED A WHOLE HEAP OF PAIN AHEAD

along with nudging from his father, Ashley, who told him that he absolutely needed to restore this car – was just the prompting Dean needed to seal the deal.

"The Pinto arrived in Australia in the late 70s or early 80s as a tired USA race car," Dean explains. "Milton had been campaigning his well-known Hawkeye 105E Anglia for a number of years by this stage, initially as a four-cylinder street car before evolving it into a 302-powered, roof-chopped, competition-only racer."

The wreck was eventually sold and the driveline transplanted into different cars over the years, while the roller floated from owner to owner, many of whom tried to resurrect the build and return it to its former glory. But it was all to no avail.

"It was fair to say that the car was in pretty bad shape when I got it," Dean says. "The Pinto was meant to be a relatively simple build, so I put my XL Falcon ute gasser project on hold and got busy. We stripped down what was left of the

Work began in earnest, with Dean and good mate Nik Bence whiling away the hours repairing and straightening the chassis and rollcage assembly, before coating it in a fresh splash of the original Milty-spec blue.

Fabricated front A-arm suspension was refitted and matched by a ladder-bar rear, with both assemblies sprung by adjustable coil-over shocks. A factory nine-inch housing was drastically shortened to fit within the compact confines, while the original Pinto manual steering

MAIN: The compact size and slippery shape of Ford's Pinto made it a popular choice for both Yankee street machiners and drag racers to jam full of V8 goodness. I mean, who didn't have a green Hot Wheels 'Poison Pinto' wagon as a kid?

BOOT: The battery and fuel cell are nestled neatly between the whopping wheel tubs, making best use of what is left of the Pinto's boot space





ENGINE: The original 351-cube Cleveland donk was built by Geoff England and pushed Milt and Hawkeye to a 10.22sec best in SS/A. Dean has retained 351 power, but made some internal changes from the original spec to up the ante a little. "One of the hardest period items to find were the gold Moroso valve covers," Dean says. "They're just parts we took for granted many years ago"



DEAN KUBLER 1972 FORD PINTO

Colour: Snow White; red, yellow and blue graphics

DONK

Make: Ford Cleveland 351ci
Block: Factory cast
Crank: Scat
Rods: Eagle
Camshaft: Comp solid
Heads: Cast-iron closed-chamber 4V
Intake: Edelbrock Torker
Carb: Holley 835cfm
Exhaust: Custom headers

SHIFT

Gearbox: Powerglide, Ultra-Bell bellhousing, Hugo's shifter
Converter: 5000rpm stall
Diff: 9in, 4.55:1 gears, Romac spool, 35-spline axles

BENEATH

Steering: Pinto rack-and-pinion
Front: Fabricated A-arm
Rear: Ladder bar

Shocks: Adjustable coil-overs (f & r)

Brakes: Ford discs (f & r); Falcon dual-circuit master cylinder

ROLLING STOCK

Rims: Center Line Auto Drag; 15x3.5 (f), 15x12 (r)
Tyres: Moroso 560 (f), Hoosier 32x12.50 (r)

THANKS

My wife Sara; my dad Ashley; Mick's Motorsport Composites for the fibreglass repairs; Ray (nuts, bearings, seals and technical info); Brent (chassis and wheel alignment); Matty (exhaust); Bradley (help importing parts); Benny at Affordable Body Works; Springy (TIG welding); Marty White; Harts Paints at Geebung; Michael Gregson and Graeme Davies (Milt's original pit crew); Nik Bence for the countless hours of soda-blasting, painting and fabricating, and keeping my spirits up during the eight-year build



rack was retained, topped by a Dean-made steering column and a period 'The 500' wheel.

A 351-cube Cleveland was the chosen donk back in the Pinto's heyday, so Dean contacted Milton's original engine builder, Geoff England, to pick his brain on a suitable replacement that balanced ample horsepower with the correct nostalgic appeal.

An original Ford engine casting was HardBlok-filled and treated to a Scat crank and Eagle conrods that retain a 351ci capacity. A Comp Cams solid camshaft and lifter package activate Manley chrome-moly pushrods, which in turn transfer the action north to Harland Sharp rockers and Ferrea stainless valves nestled in Iskenderian valve springs. The latter three are housed in cast-iron, closed-chamber 4V cylinder heads that feature raised exhaust ports. An Edelbrock Torker intake and 835cfm Holley carb sit atop the package.

The Clevo is backed by a Powerglide built by Custom Transmissions, sporting an Ultra-Bell SFI-rated bellhousing, Vasco input shaft, 10-clutch steel top gear and myriad billet

internals, fronted with a 5000rpm stall converter from The Converter Shop.

A custom tailshaft sends the action rearwards to the stumpy nine-inch housing, which has been treated to a Romac full spool, 4.55:1 gears and 35-spline Moser axles.

The Center Line Auto Drag rims (15x3.5 front and 15x12 rear) are true to Milt's original vision and are clad in Moroso 560 and Hoosier 32x12.50 rubber respectively.

To describe the Pinto's body as 'poor' when Dean first acquired it is likely the understatement of the year – rusty, wrecked, crashed and bent would be more fitting. He invested countless hours to restore it to its former glory. "There was grass growing through it too," he laughs. "The bodywork literally took years. I replaced the pillars and door skins, did a swag of fibreglass repairs and replaced the gearbox tunnel, along with then all the generic bodywork you do to prep a car for paint."

Although Dean earns a crust as a plant operator, you've probably realised by now that he's a pretty handy guy who'll turn his hand to anything – yep,

he also laid down the Ford Snow White paint before recreating Hawkeye's blue, yellow and red graphics, before flowing the lot with ample coats of clear. The original door lettering and ancillary stickers were recreated, and Milton's name once again takes pride of place on the doors to pay homage to his love and commitment to our sport.

Inside is all business, with the sparse cabin sporting a lone race seat atop the fabricated floor, while a Hugo's shifter and a brace of period gauges will keep Dean abreast of the Clevo's actions once the Pinto returns to the drag strip this year.

"It's been a very long and intense eight years to get this car built, but many people have contributed, including people involved in the Pinto's career, and of course my family and friends," Dean says. "The project was extremely difficult at times, but so rewarding, and I can't wait to get racing in the Nostalgia brackets. Remember the XL gasser project I put on ice nearly a decade ago? I think it's time I gave that some love, too." 



A Methodically stripping away multiple layers of paint revealed different chapters in the Pinto's history. Finally, the Hawkeye livery was again revealed after many years hidden from view

B Extensive repairs and fabrication work were needed to get the underpinnings back up to spec, as both chassis rails were bent. A fresh diff housing and new tinwork had to be fashioned to ensure the chassis was both safe and fit for purpose

C The remains of the Pinto were salvaged from a mate's backyard in 2010, not long after Dean learned of Milton Adey's death. "The car had been through a number of owners and many changes in the two decades since it had been crashed, but learning its history was the greatest inspiration to rebuild it to its former glory," he says

INTERIOR: It's all business in the driver's compartment, with an extensive rollcage and lone race seat filling most of the available real estate. The Hugo's shifter is one of the few modern concessions Dean opted for when balancing the car's history with intended strip time

MAIN: Original Center Line Auto Drags were sourced to keep the visual restoration on-point, while the Ford Snow White hue and graphics were expertly recreated by Dean from era-correct photos and areas of the original paint scheme he discovered during the build

MILTON'S NAME ONCE AGAIN TAKES PRIDE OF PLACE ON THE DOORS TO PAY HOMAGE TO HIS LOVE AND COMMITMENT TO OUR SPORT

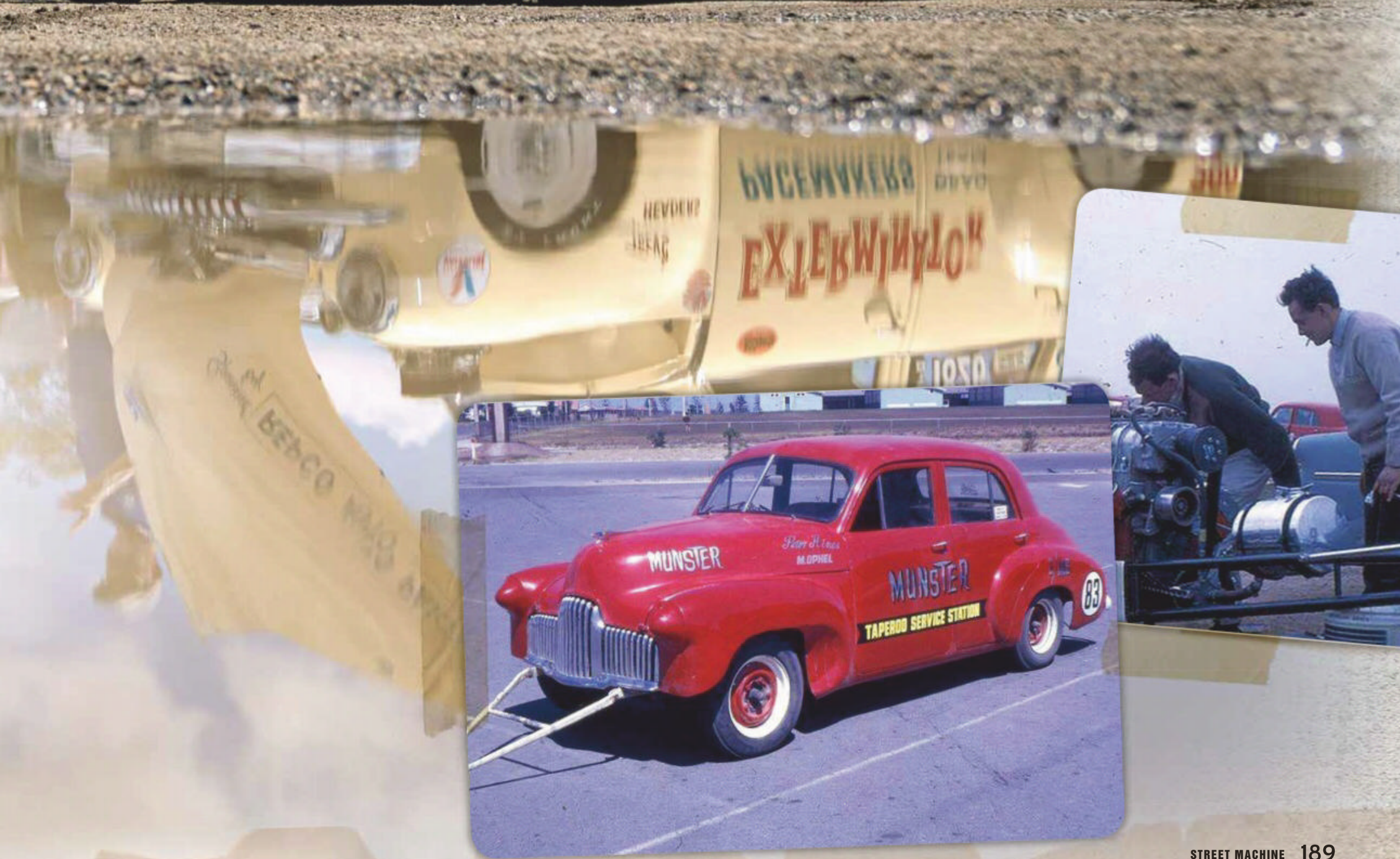




NEVER SAY DIE

FOUNDING MEMBERS OF SOUTH AUSTRALIA'S
BROOKSFIELD DRAGWAY TEAR UP MEMORY LANE ON
THE 54TH ANNIVERSARY OF ITS OPENING

STORY CARLY DALE PHOTOS TROY BARKER, TREVOR EDMOND,
KEITH BURGAN, RUSSELL PARKER ARCHIVES, KEVIN JOHNS





I'M STANDING beside a hot and dusty wheat field. The air is thick with flies, yet all I can hear is the buzz of rambunctious retirees. This energetic crew are the pioneers of South Australian drag racing, and they've gathered to remember this Middle Beach paddock's heyday over five decades ago, back when it was the Brookfield Dragway.

The story begins in the early 60s, when a group of speed-hungry youth, frustrated by uneventful single-lane sprints, decided that change was required. "A bunch of us met up at Sid Eckert Motors after the sprints and agreed that we needed to get a drag strip happening," says ex-Eckert mechanic Graham Flavel.

Fellow racer Trevor Edmond ran the Golden Fleece servo directly in front of Eckert's, and he knew Dennis Ryan from the Golden Fleece in Virginia. Dennis, in turn, knew the Brooks family, owners of the vast Buckland Park station, and he convinced them to lease out some land for the cause.

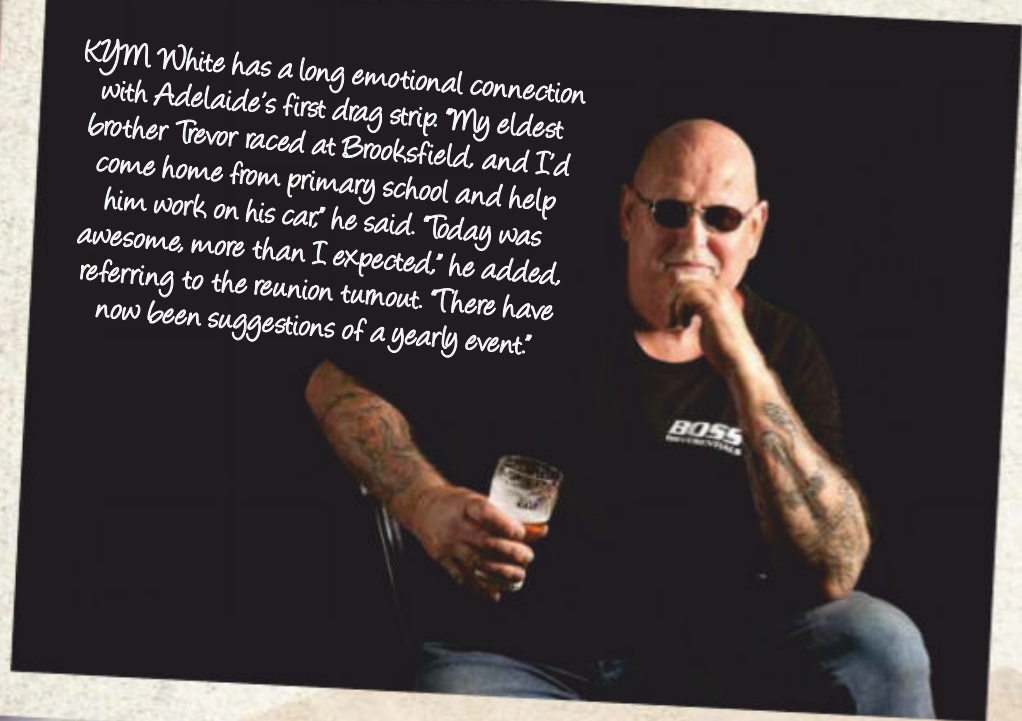
Money was needed to secure the land, so the Crusaders Hot Rod Club was quickly formed to get things rolling. A CAMS licence was obtained and a couple of fundraising drag meets were conducted on a hired bitumen strip at Gawler Belt. Two meets did the trick; the lease was soon signed and the hard yakka began.

These days it's hard to fathom the work that was required to build the strip and amenities in a rural location with fairly basic tooling. It took many hands, a few practical contacts and a shipload of passion to make it a reality.

Finally, on 31 October 1965, the Brookfield Dragway opened to great fanfare. Local TV personality Lionel Williams kicked off proceedings, while out in the paddock a decent array of home-

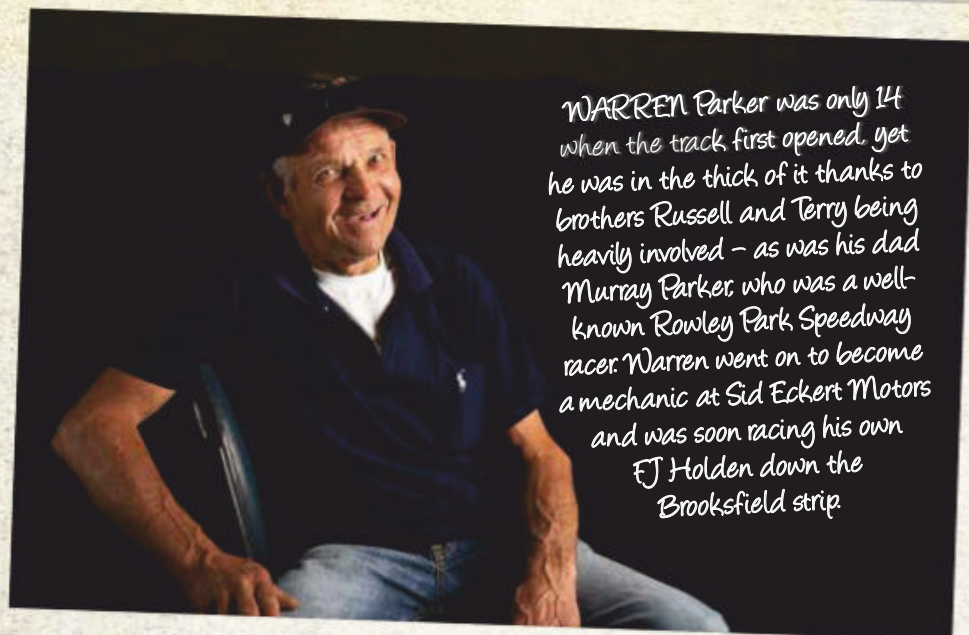


Kym White has a long emotional connection with Adelaide's first drag strip. My eldest brother Trevor raced at Brookfield, and I'd come home from primary school and help him work on his car," he said. "Today was awesome, more than I expected," he added, referring to the reunion turnout. There have now been suggestions of a yearly event.



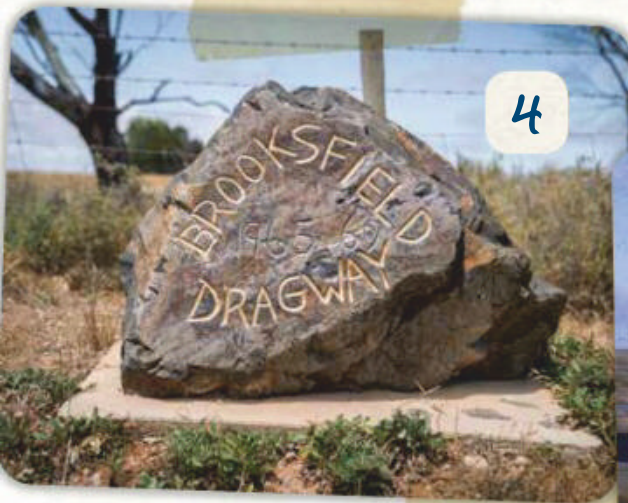


I RACED at the first meeting through to the last in a Pontiac-powered Ford 10 Prefect, sharing the driving with my father," said Laurie O'Connell, who was president of the Crusaders. The Prefect ran a 246ci Pontiac sidevalve six-cylinder with a Pontiac gearbox and Dodge diff with the driver steering from the rear seat. They later converted it to a wheelstander.



WARREN Parker was only 14 when the track first opened, yet he was in the thick of it thanks to brothers Russell and Terry being heavily involved – as was his dad Murray Parker, who was a well-known Rowley Park Speedway racer. Warren went on to become a mechanic at Sid Eckert Motors and was soon racing his own FJ Holden down the Brookfield strip.

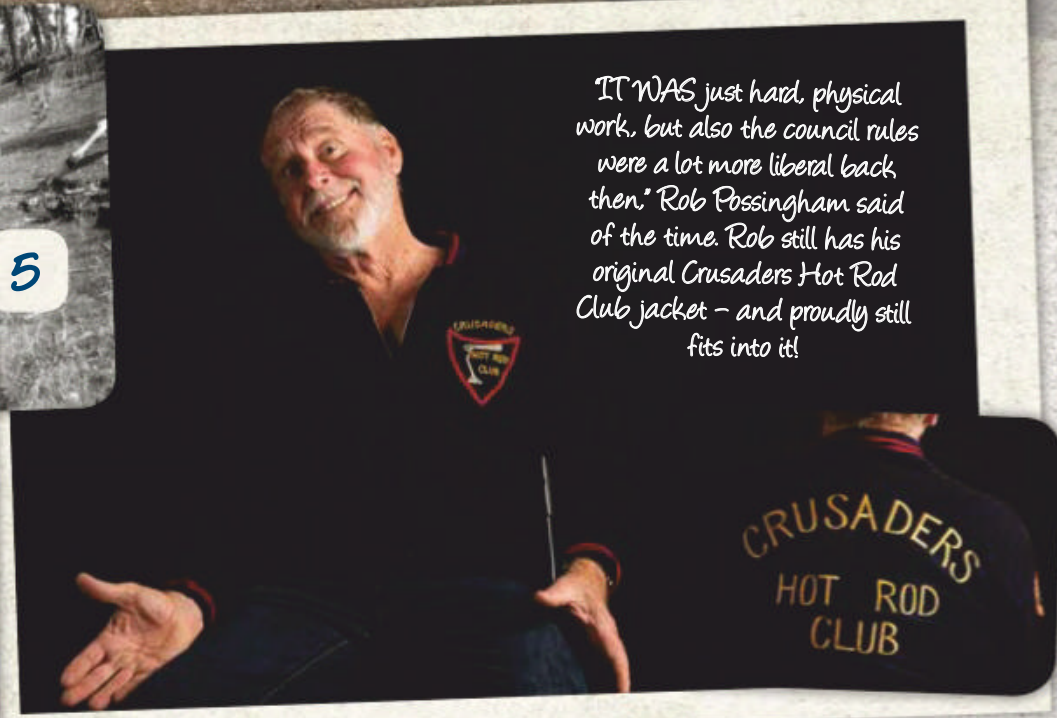
A BUNCH OF US MET UP AFTER THE SPRINTS AND AGREED THAT WE NEEDED TO GET A DRAG STRIP HAPPENING



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IT WAS just hard, physical work, but also the council rules were a lot more liberal back then," Rob Possingham said of the time. Rob still has his original Crusaders Hot Rod Club jacket – and proudly still fits into it!

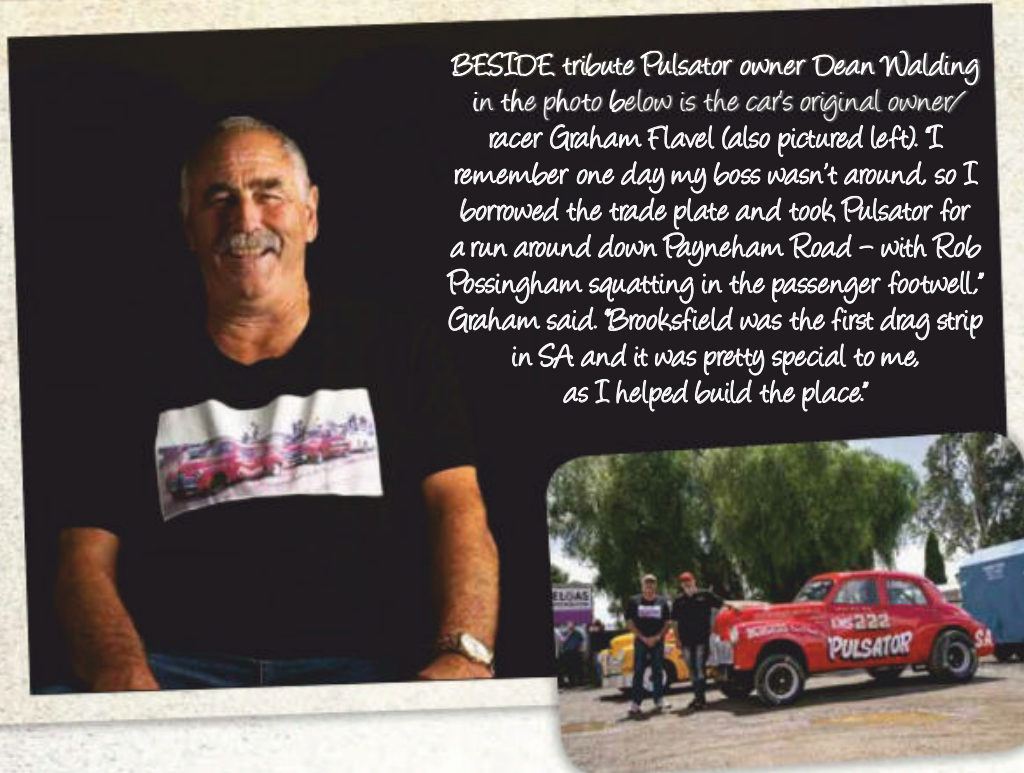
1: "I remember from when it was just a flat paddock through to that first pass and the first comp run, side-by-side," said Crusaders member Rex Brown. Rex raced a D-class dragster powered by a 50s six-cylinder Zephyr motor with a four-speed Hillman gearbox and a Holden diff

2: SA Rod & Custom member Kevin Johns raced this hot grey motor-powered, heavily customised FB Holden in the D/MS bracket at Brooky. John two-doored the 60s Holden, sectioned it 6in and shortened it by 12in. It was also his daily driver

3: Beside Rex Brown's rail is one of the early timing systems. John Bragg rigged up an actual traffic light to set the cars off and incorporated a 'FOUL' read-out if someone red-lit. Human interpretation – or imagination – was required on many runs, so no doubt there was a collective sigh of relief when proven timing gear with a Christmas tree took over

4: Nowadays the dragway is back to working farmland, but the site has been marked with a carved rock by local vintage racing enthusiast Kym White (SM Hot Rod '14). Kym was instrumental in coordinating this reunion, and helps keep the spirit of early drag racing alive with replica, tribute and survivor SA race cars that do the nostalgia drags

5: All of Brookfield's fence posts were made of felled trees from Crusader members Rob and Doug Possingham's parents' property. "I had some contacts in the Electricity Trust of South Australia, and their large truck-mounted hole-boring machines dug the pole holes and long-drop toilets," Dennis Ryan recalled



BESIDE tribute Pulsator owner Dean Walding in the photo below is the car's original owner/ racer Graham Flavel (also pictured left). I remember one day my boss wasn't around so I borrowed the trade plate and took Pulsator for a run around down Payneham Road - with Rob Possingham squatting in the passenger footwell.' Graham said 'Brookfields was the first drag strip in SA and it was pretty special to me, as I helped build the place.'



built drag cars and local Rowley Park Speedway rides were showcased. The word quickly spread of this exciting fledgling motorsport, helped along by strong ties to Rowley Park and a weekly radio show.

Brookfields Dragway was unlike anything else on offer and became the place to be in the mid-60s. Crusaders committee member Laurie O'Connell remembers: "We had 70 to 100 entries per monthly meet, and 5000 spectators. The whole length of one side of the track was four people deep and they were all standing behind a single strand of wire. If anyone came unstuck it would've been bad."

While the strip wouldn't pass as a decent car park these days, it was all the crew could muster for their vintage speed creations. "The original track was an eighth-mile cold mix [stone sprayed with bitumen], with waste oil spread on the over-run area," Dennis Ryan explains. "But the startline broke down, so hot-mix pads were laid to overcome the problem."

Keeping the monthly meetings running like clockwork were Geoff Mee as the meeting director, time-keeper Laurie O'Connell, promoter Dennis Ryan, Trevor and Dennis Edmond as promoters and managers, plus a bunch of local drag racing and hot rod clubs. In order to coordinate the interested clubs, the SA Hot Rod Association (SAHRA) was formed.

"Trevor just about lived at the place," Dennis Ryan says. "Nothing was too much trouble for any of them. Everyone pulled their weight and had fun at the same time."



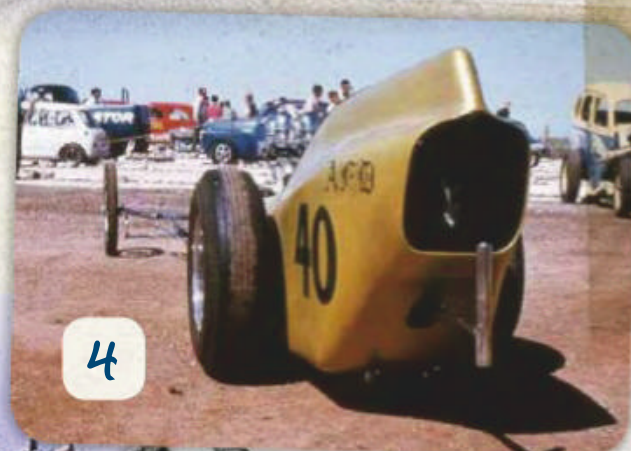


THE starter held a hockey stick at the cars' front tyres; then at the finish line were two guys with hand timers and walkie-talkies," former Crusaders member Dennis Boundy remembered. "If we each read different times, we'd just split the difference; it was agricultural." Dennis went on to hold 113mph records in both the Blown Gas Coupe X0/BVGC and Production Coupe/Sedan XX0/PRO classes at Lake Gairdner in his 'Grey Power' FJ Holden.

WE HAD 70 TO 100 ENTRIES PER MONTHLY MEET, AND 5000 SPECTATORS. THE WHOLE LENGTH OF ONE SIDE OF THE TRACK WAS FOUR PEOPLE DEEP



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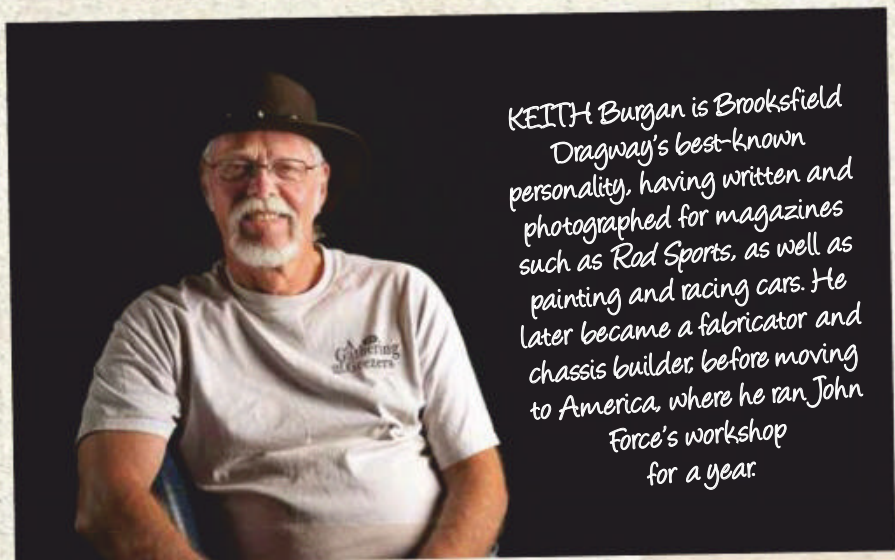


1: Successful Super Street racer Michael Jennings pilots the replica of the Exterminator FJ sedan, which he owns with Graham Elliott. Mark II has a few upgrades: "It runs a small supercharger on a 202ci Holden motor and Trimatic – the old grey motor wouldn't last with me driving," Michael laughed

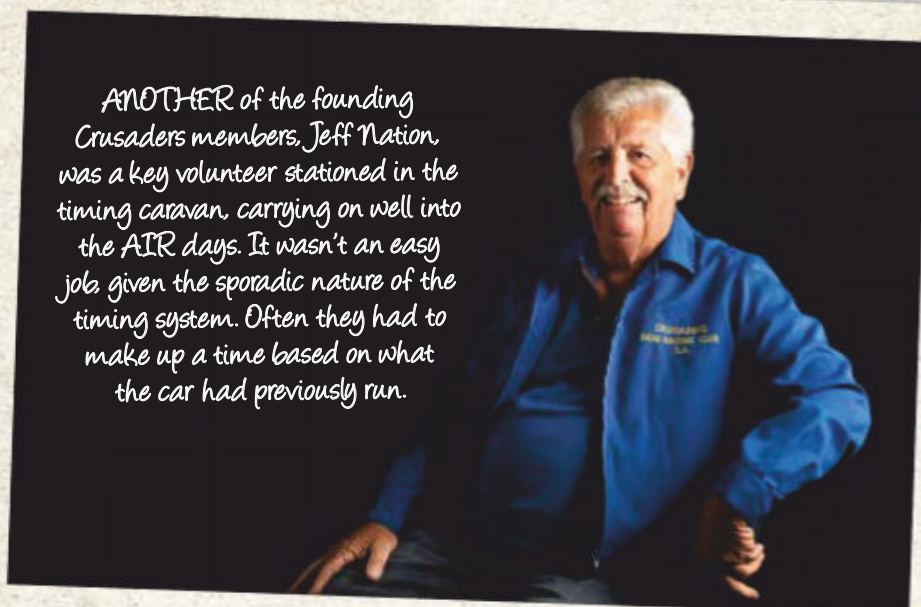
2: "After the fourth meeting, Tony Prentice and I discussed building a car," said Graham Elliott from the Pacemakers Drag Team. "In eight weeks, we'd built the Exterminator FJ Holden. It ran the original FJ motor, trans and diff, and the car left its mark in the E/MS class, winning most of its races. After Brookfield, the car had history interstate, including winning Mr Junior Holden Eliminator in 1968"

3: Six-banger dragsters proved to be the quickest rides across the eighth-mile. Crusaders members Zeke Agars (in the John H Ellers rail) and Serge De Luca both ran in the low sevens with their 186ci-powered rails, which were lighter and revvier than the V8s of that time

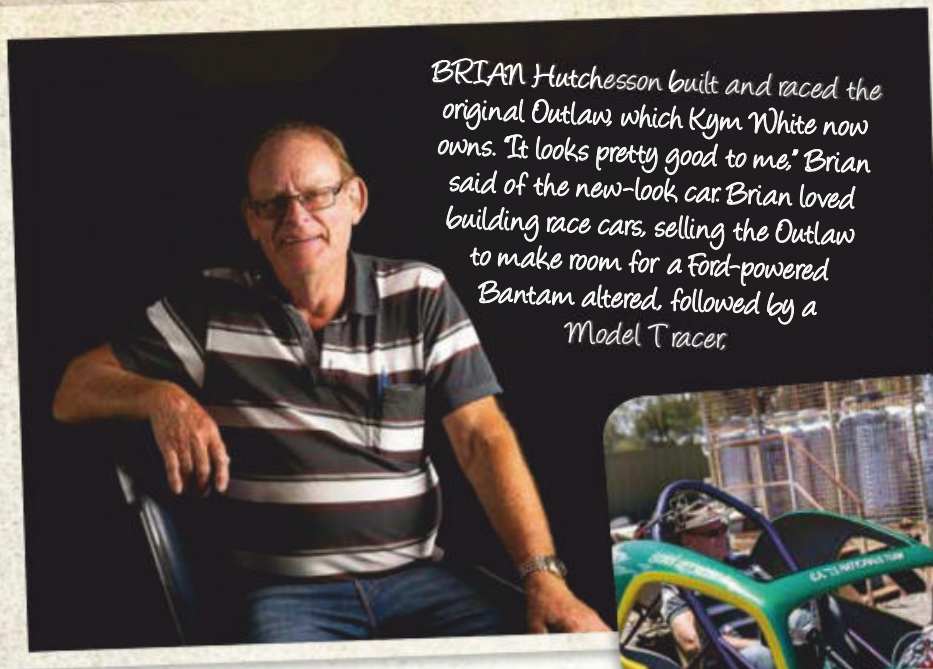
4: Brookfield's Adelaide Plains location and lack of traction proved to be almost deadly for Victorian Dave Gale in 1967. A dust storm had whipped up that morning and heavy crosswinds pelted the rough and narrow track. Gale's dragster lost it in the deep end and he had to be pried from the wreckage



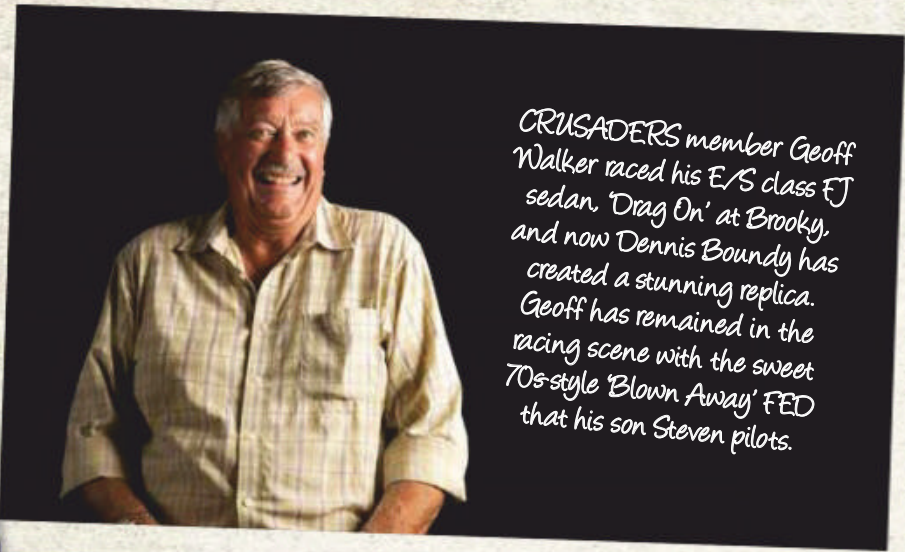
KEITH Burgan is Brookfield Dragway's best-known personality, having written and photographed for magazines such as *Rod Sports*, as well as painting and racing cars. He later became a fabricator and chassis builder, before moving to America where he ran John Force's workshop for a year.



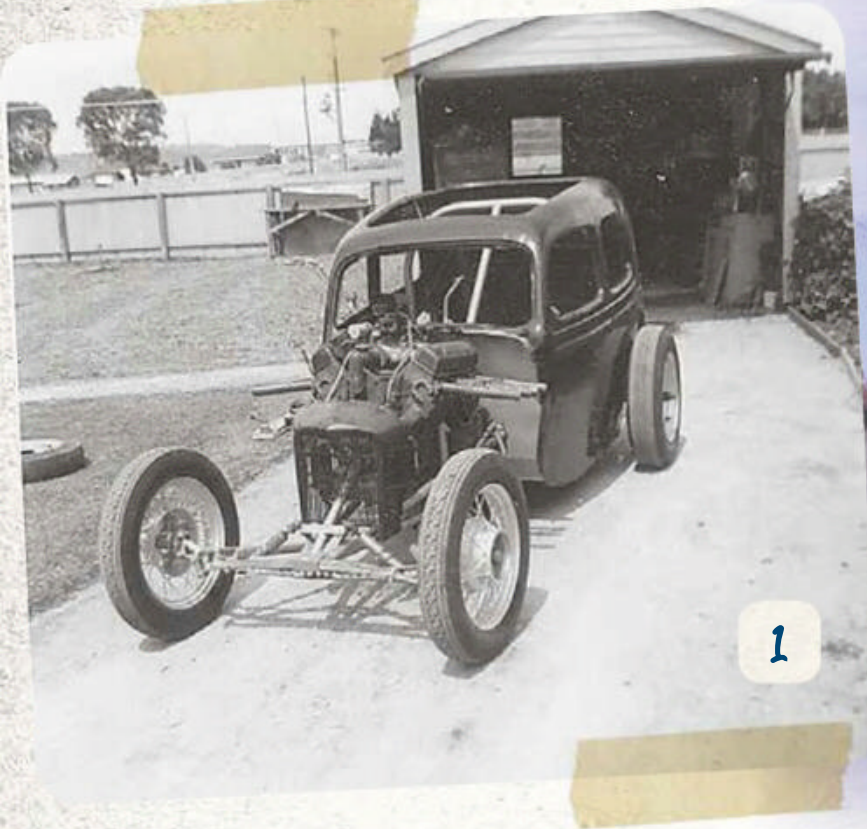
ANOTHER of the founding Crusaders members, Jeff Nation, was a key volunteer stationed in the timing caravan, carrying on well into the AIR days. It wasn't an easy job, given the sporadic nature of the timing system. Often they had to make up a time based on what the car had previously run.



BRIAN Hutchesson built and raced the original Outlaw which Kym White now owns. It looks pretty good to me," Brian said of the new-look car. Brian loved building race cars, selling the Outlaw to make room for a Ford-powered Bantam altered, followed by a Model T racer.



CRUSADERS member Geoff Walker raced his E/S class FJ sedan 'Drag On' at Brookly, and now Dennis Boundy has created a stunning replica. Geoff has remained in the racing scene with the sweet 70s-style 'Blown Away' FED that his son Steven pilots.



1: Trevor and Dennis 'Den' Edmond were not only pivotal in the creation of Brookfields Dragway, but they also built one of Adelaide's first dedicated race cars. The gutted Ford 10 Prefect sat atop their homebuilt tube-frame, powered by a 272-cube Ford truck flathead, 'box and rear axle. "That's the car in its black phase after my sister Carol had a go at the paintjob!" Trevor said

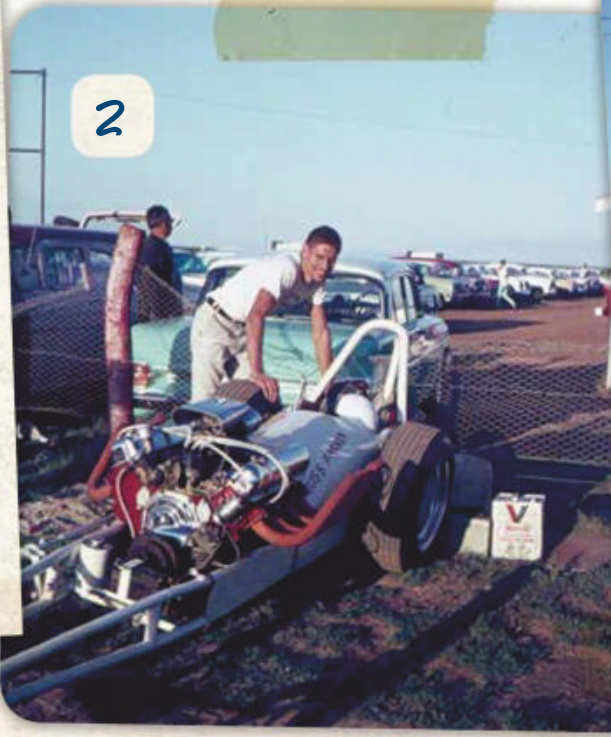
2: When the track was extended from nine-chain to eighth-mile, Crusaders member Russell Parker was given the job of testing. "The over-run was a bit soft from rain and I was over-enthusiastic, so my FED rolled in the breaking area," he recalled. "No damage was done; the only sign was a ring of mud around my helmet. But when the guys push-started me back down the track they were blasted with mud from the exhaust"

3: "Brookfields wouldn't have happened without all of the hot rodders who helped, so to be fair we created the SA Hot Rod Association to get the clubs in," Trevor Edmond said. "It wasn't a popular idea amongst some of the Crusaders, but we had to share the load"

4: This OG crew are part of our racing, hot rodding and now street machining legacy. They conjured up speed parts in tiny back sheds to consistently break speed and time barriers. Entire race cars were manufactured from peering at grainy photos printed in American magazines, with the details nipped out on the fly

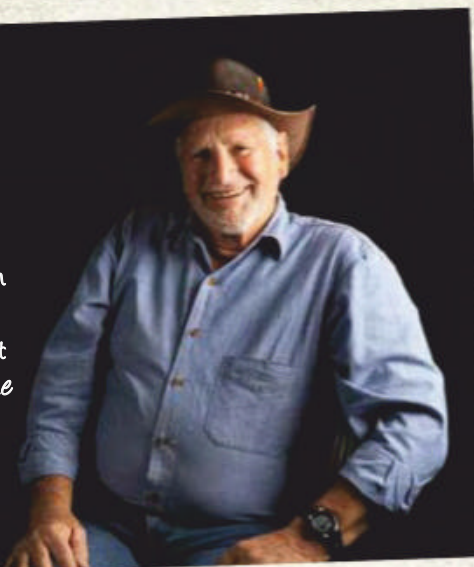


DANNY DaRoss also worked at Sid Eckert Motors and was part of the dragway team from the outset. Danny not only volunteered as part of the Crusaders, he also campaigned a crossflow Repco-headed FC Holden. The fresh Holden sixes were a winning option over the outdated Ford V8 over the eighth-mile, at the time.





MAX Thomas was a keen Brookfield volunteer, from building the dragway through to running it and beyond. The Thomas family home was often a hang-out joint for the young crew, most of whom lived a short distance from one another in the Glynde and Magill area.



IT WAS BACK WHEN THE ENTHUSIASTIC AMATEUR WITH NOT MUCH MORE THAN A WELDER COULD HAVE A SERIOUS GO



Brookfield's pinnacle event tied in with the Hot Rod Show and NWS9's telethon fundraiser in September 1967. Drawcards – including Dave Gale's splendid gold FED, 'The Baron' – were towed from Melbourne by the SA crew, then detailed and displayed at the rod show before being taken to the track for the drivers' meet-up and race. "The telethon was to be direct-telecast and the spectator cars were banked up to Two Wells waiting to get in the gate," Dennis says.

Unfortunately, the day saw the worst accident of the era, with Dave Gale having a serious roll-over in the deep end, thankfully surviving the incident.

Eighteen months later, on Saturday 15 March 1969, the dusty strip had its final meet before closing forever due to the lease expiring. Trevor Edmond had always been keen to get the strip up and running so that it could be taken over commercially, and initially managed to interest Queensland businessman Keith Williams before Williams decided to build Adelaide International Raceway. But eventually Trevor conceded that Brookfield had burned fast and bright, and served its purpose.

"So that's pretty much it as far as the beginning of drag racing in SA is concerned," Trevor says. "A lot of hard work, a few laughs, lots of noise, plenty of arguments, good mates and understanding wives – all before the sport began to race on liability insurance, endless regulations, sponsorship and cubic money. It was back when, for too short a time, the enthusiastic amateur with not much more than a welder could have a serious go." 🛠️

GRUNT HUNT

STORY IAIN KELLY PHOTOS BEN HOSKING

"These Coyote motors make huge power because they're so much more efficient than an old pushrod motor," Matthew explains. "You can't get the same reliability, emissions or fuel economy out of an old motor compared to one of these modern V8s. The engineering in this motor is way better than what you could dream of in a street car engine. You can get more out of these just in tuning compared to an LS"



KILLER COYOTE

> MATTHEW PANKAU OF RRS SHOWS YOU HOW TO FIT A 5.0L COYOTE MILL INTO AN XY FALCON, USING THE COMPANY'S TRICK COYOTE SWAP KIT

WHILE the six-cylinder Barra was Ford's new-millennium high-performance engine of choice, the arrival of the Coyote quad-cam five-litre V8 in the Mustang a couple of years ago gave Blue Oval bent-eight fans a tough engine to take on the LS hordes. Ever thought about chucking one of these bad boys into your street machine? Well, Sydney's RRS has developed a new Coyote swap kit to help you do it. We chatted to RRS's Matthew Pankau to find out what's involved in installing a Coyote into an XY Falcon.

FITTING ROOM

THE Coyote runs four cams and four valves per cylinder, so it's a huge mill. Anyone who's peered into a Falcon or Mustang engine bay knows there isn't much real estate in there, so the stock shock towers will have to be notched to allow clearance for the exhaust and heads before the late-model five-oh can be installed.

RRS sells replacement pre-notched towers to go with the company's strut front end used in this XY, and makes its own bolt-on engine mounts to suit both the Boss and Coyote blocks. For the oil pan, RRS uses an off-the-

shelf Canton front-sump unit.

"The biggest challenge was making it all fit," Matthew Pankau says. "The physical size of different components, like the back half of the transmission, was a huge hurdle. You need the right matched componentry all the way through, from intake system to tailshaft and wiring. You can't use your traditional hot rodding with modern drivetrains; it is far more like science.

"You can make life much easier for yourself by buying a brand new 2017 Mustang floorpan for \$1400, which means you can then use late-model seats and a centre-mount handbrake,



The 19x11 rear Intro billets fit thanks to the rear inners being mini-tubbed and reinforced and the removal of the factory wheelarch pressings. The bottom of the rear quarter panels were also pushed out 3cm each side. A 9in with a Strange centre and 31-spline axles gets the power to the ground. RRS suggests 3.5:1 diff gears for a car using a four-speed 4R70W auto, 3.25:1 for a six-speed 6R80, and 2.75:1 for a ZF six-speed

Coyotes love a bit of boost, and the XY has that handled thanks to a VMP 2.6L blower, which is an Eaton-style four-lobe unit similar to that offered by Roush in the US. "I have no idea how much boost we'll run through this set-up; we need to get it all set up on the dyno first," Matthew says. "We'll aim for 780rwhp and go up from there, but it could make over 1000rwhp"



Matthew takes a pragmatic approach to cooling the blown V8: "This car uses an FG Falcon radiator, air conditioning condenser and fans, because you don't get overheating problems in FGs. They're lightweight, it makes hoses easy, and if something goes terribly wrong it can all be easily and cheaply replaced"

The engine in this XY is a hand-built Ford Racing item with upgraded internals, 11.8:1 compression, CNC-ported heads, special cams and more. Amazingly, with the RRS kit it bolts straight into the second-generation Falcon exactly the same as a stock Coyote. "It is just like a manufactured car, and is serviceable," Matthew says

and it reinforces the floor," Matthew continues. "We can help walk a customer through the steps involved in building one of these cars, but each combination has to be tailor-made; this isn't an Ikea kit. It is a lot more involved with the re-engineering."

Matthew warns that some Coyote oil filter housings will foul on the XR-XY chassis. "We used a Ford Racing housing on the XY, though there are still clearance issues around the stock sway-bar brackets," he says. "A 90-degree adapter is available to stick it out the front to fix this. The Ford Racing Coyotes come with

an oil cooler, but that didn't work in the Falcon chassis so we had to remove that. You can also remote-mount the filter if clearance is tight in your particular car."

PIPING UP

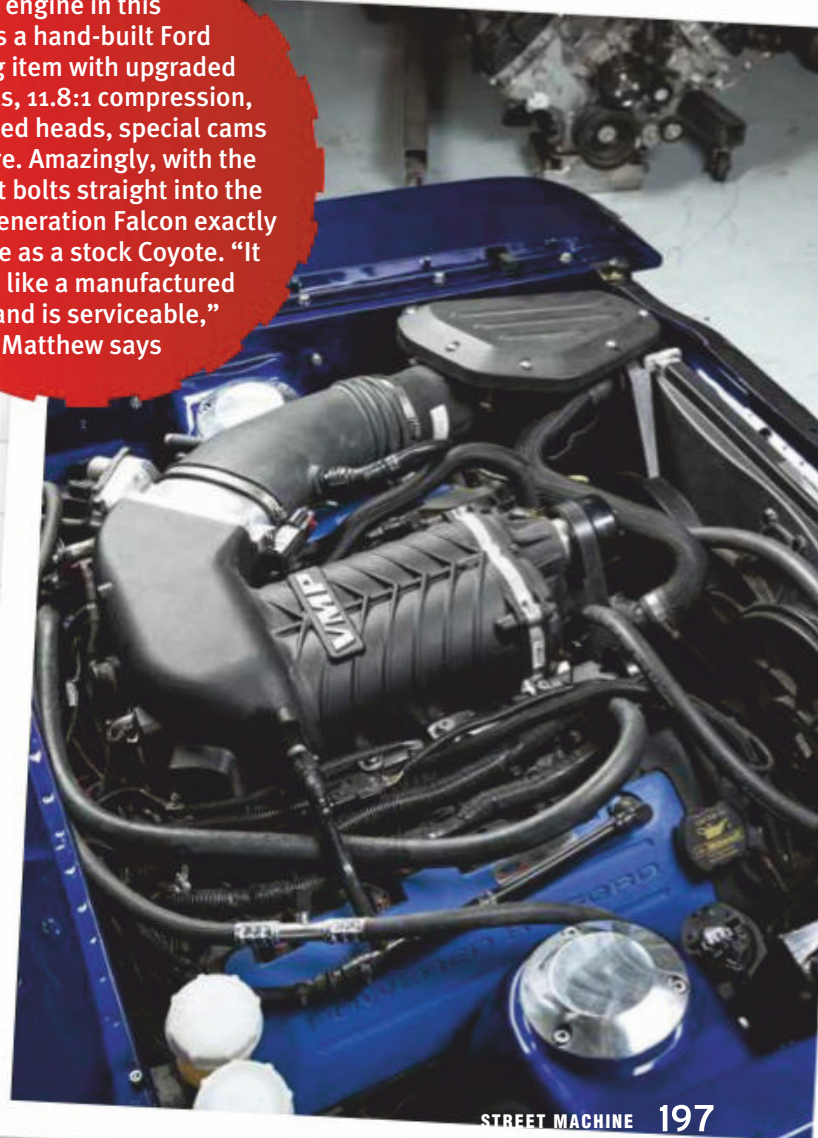
THE result of 200 hours of development, RRS's off-the-shelf, Jet-Hot-coated headers are suitable for Coyote swaps into both left- and right-hook Fords, including XK-XD Falcons, Mustangs and US Fairlanes. They're designed to be fitted to the engine before it is dropped into the bay, so you don't have to risk

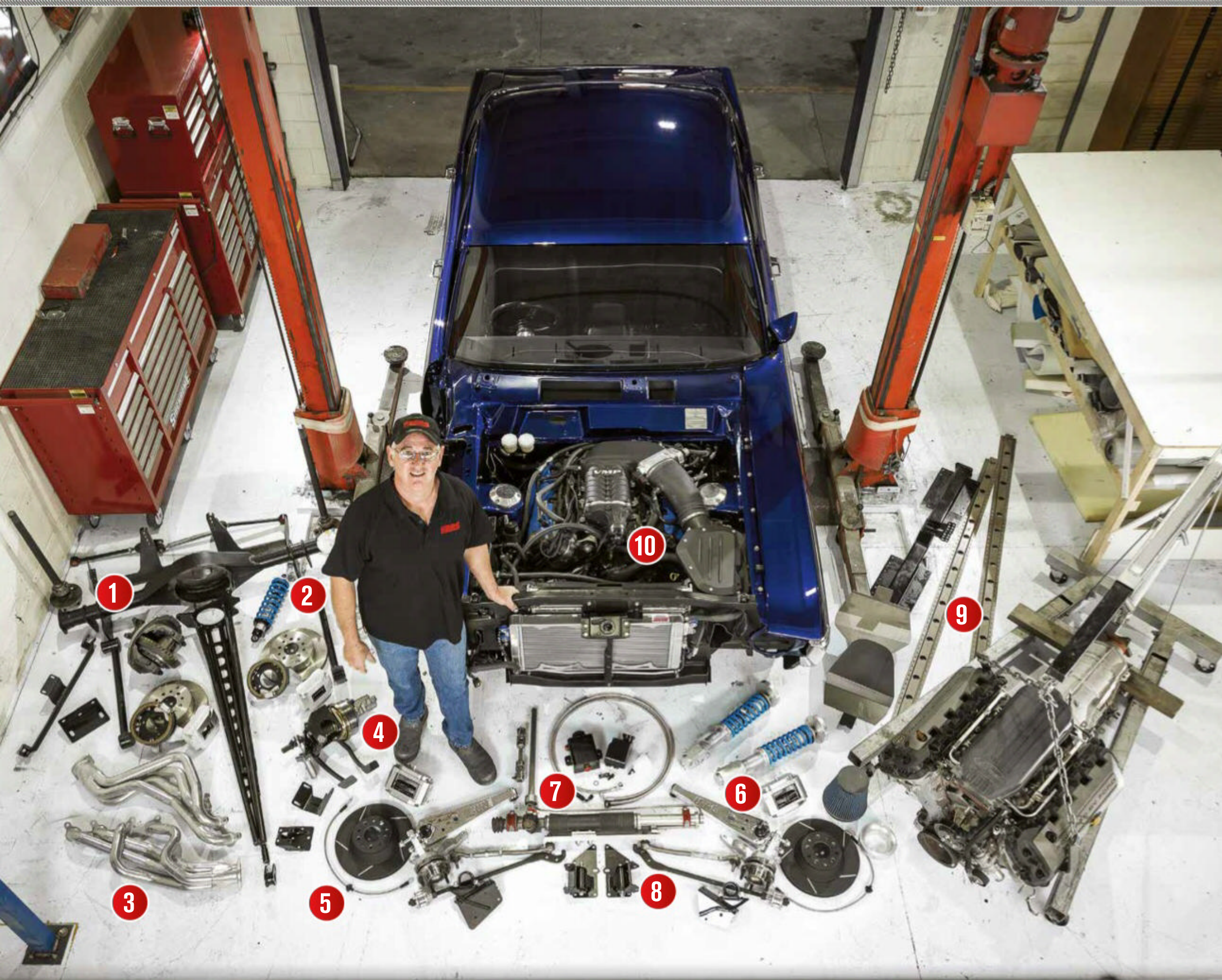
MIAMI VICES

THE factory-supercharged Miami engine used in hot V8 Falcons from 2010 onwards is a very different beast to the US-spec Coyote. "For a swap I think it is better to get a Mustang engine and use that," Matthew says. "The Miami is a unique creature all by itself, with many engineering differences to the Coyote. The Miami oil filter housing and sump don't fit, and because they use a ZF gearbox, the starter motor location means you need to custom-make your own headers."

Matthew also cautions against just buying any old Coyote from the USA, as there are key differences between F-150 and Mustang variants, as well as generational upgrades. "The Gen I Coyote doesn't have the same cam timing and uses the four-speed transmission, so nobody tends to use them," he says. "At the moment we prefer the Gen II Coyote, but Gen IIIs will start popping up probably early this year and there is a substantial difference between those and the Gen II, as the Gen III has direct injection."

"The Gen III also has the 10-speed 10R80 transmission instead of the six-speed 6R80 in the Gen II, and we're working through the interface to get the 10R80 working. It's the same physical dimensions as the 6R80 and retains the same cooler lines and shifter mounts, but there are updated electronics."





1 The RRS three-link, with torque arm, reduces corner-exit oversteer and improves chassis rigidity. It is mounted to the 9in diff, which comes with a range of rear disc-brake options

2 The RRS kit runs adjustable QA1 coil-overs in the rear, as they can be easily tuned on the fly by owners who want to cruise, hit the track or go drag racing

3 The Jet-Hot-coated headers fit XK-XD Falcons, plus a range of left-hook Fords including Mustangs and Fairlanes

4 A side-mount under-dash brake booster opens up valuable engine bay space, and RRS has pedal kit options for manual or auto transmissions. This XY uses an electronic throttle

5 Front disc brake options include 283mm, 297mm or 330mm rotors, with single-piston, Commodore two-pot or four-pot billet calipers available

6 The beefy RRS aluminium lower control arms are forged to the company's specs, improving front-end rigidity, along with MacPherson coil-over struts

7 Thanks to the kit's modular design, RRS can offer 58 different steering racks for Fords by changing the spacing of the tie-rod ends, centre bracket angle, length of the extension housing and drag bar

8 The factory strut rods are upgraded with better bushes to eliminate geometry changes under emergency braking. The RRS engine

mounts will fit both Coyote and 5.4 Boss quad-cam V8s

9 Long reinforcement plates are inserted into the XY's sills and plug-welded, in order to bring the 70s chassis up to spec with the 2017 powerplant

10 This Coyote wears a Ford Racing Aluminator intake manifold, which will give it an immediate 50hp boost over the stock 435hp rating



RRS sells pre-stamped replacement notched shock towers, and also has DIY templates for those who want to do their own tower notch. This step is crucial when it comes to fitting a multi-cam V8 into early Falcons, as the heads would otherwise foul on the stock shock tower



Matthew and the RRS crew had to go with electric assistance for the steering, as a hydraulic pump won't fit in a Falcon bay on the engine. To remedy this, a ZF electric power-steer pump out of a late-model BMW lives under the front guard, and is speed-regulated according to resistance



The RRS-designed lower control arm, four-pot brake kit, coil-over strut and steering rack offer a big upgrade over the XY's stock front end. "The original front suspension design put a huge additional load into the front of the car," Matthew says



The RRS kit allows you to fit an in-tank modular reserve assembly fuel pump system to a stock early Falcon tank by cutting a hole and bolting mounting bosses in place. "The pump has an in-built swirl pot," Matthew says. "It uses different-height legs so you can set the depth in almost any fuel tank, and the pump can be upgraded to a Walbro with a simple plug-in pump. This set-up stops problems with fuel slosh, and it is nice and quiet – and legal"

scratching your paint by threading your shiny pipes in from the bottom.

"The factory Coyote headers should be thrown in the bin, as they're so restrictive," Matthew says. "With the variable cam timing, these engines make so much power once you get rid of the stock headers, as they can finally breathe."

With the RRS engine mounts and headers and the Canton sump, there are no bonnet clearance issues on this XY, even with the 2.6-litre supercharger perched atop the motor.

DOWN TO THE WIRE

WIRING is probably the single biggest mental hurdle car enthusiasts have to face with their project. Matthew finds the Coyote's wiring simple provided you know from the outset

whether or not you're going to hop-up your engine.

"The Ford ECU and wiring loom is brilliant, because you only need to connect several wires and you can start the engine," he says. "However, if you don't want to get your Coyote swap dyno-tuned, then you need to keep the intake the same volume and path as the stock piece. The stock headers are so restrictive we get ours dyno-tuned, and the Ford Performance Aluminator twin-throttle intake manifold is worth another 50hp on top, too."

FULLY ENGINEERED

POWER is nothing without control, and Matthew is adamant a Coyote-swapped 60s or 70s Ford needs significant chassis and suspension upgrades to be safe on the roads.

This is why RRS spent bulk time ensuring its swap kit fits within engineering guidelines from around Australia, including going through finite analysis.

"A 2017 drivetrain needs 2017-spec chassis engineering," Matthew says. "Everything has to work together; the steering geometry, the anti-dive characteristics and more all have to bring a 70s chassis into 2017. Anything less and you have a lethal weapon."

"The home fabricator is being squeezed by authorities more and more to ensure they are compliant and to make their cars safe and roadworthy," he concludes. "We can't get away with what we used to do building these cars back in the 70s, because even a stock Coyote has more power than a modified 351 did back in the day." ■



DOWN TO THE WIRE

> **THE WRONG SPARKPLUG LEADS CAN PREVENT YOUR STREET MACHINE REACHING ITS POTENTIAL. DR TIM EXPLAINS HOW TO CHOOSE THE CORRECT LEADS FOR YOUR VEHICLE**

SPARKPLUG leads can't add horsepower, but they can adversely affect your vehicle's performance. That's why it's important to select a good-quality set of leads to deliver juice to your plugs. Even though they're simple parts with no moving elements, there's surprisingly little information about how to choose the right leads for a given application. So let's try to cover the basics.

The number-one job of any sparkplug lead is to transfer an electric charge from your ignition to your sparkplugs. The challenge is to get the maximum amount of this charge to the plugs without creating electromagnetic interference (EMI) or radio frequency interference (RFI) for nearby electrical components. As the high charges of today's electronic ignitions move through the leads, a magnetic field is created around them. This field can interfere with sensitive electronic devices, create noise that can be heard through the sound system, and upset radio

communications and vehicle computers. On top of that, the leads often have to deal with higher voltages from modern ignition systems and aftermarket coils, and they have to survive in the high temperatures of the engine bay.

Rated in ohms per foot, resistance is the ignition wire's tendency to resist the flow of electric current. Leads with higher resistance will allow less current to flow to the sparkplugs. This can obviously affect engine performance. Some leads are made to produce minimal resistance, while others are made to suppress EMI. Sparkplug lead manufacturers use different core materials and designs to strike the right balance in achieving their desired result.

IN THE LEAD

IN ADDITION to the all-important core, sparkplug leads consist of several different layers. These can vary depending on manufacturer, but a typical wire will comprise

an outer jacket, a braided layer, insulation, a conductive/suppression layer and the aforementioned core.

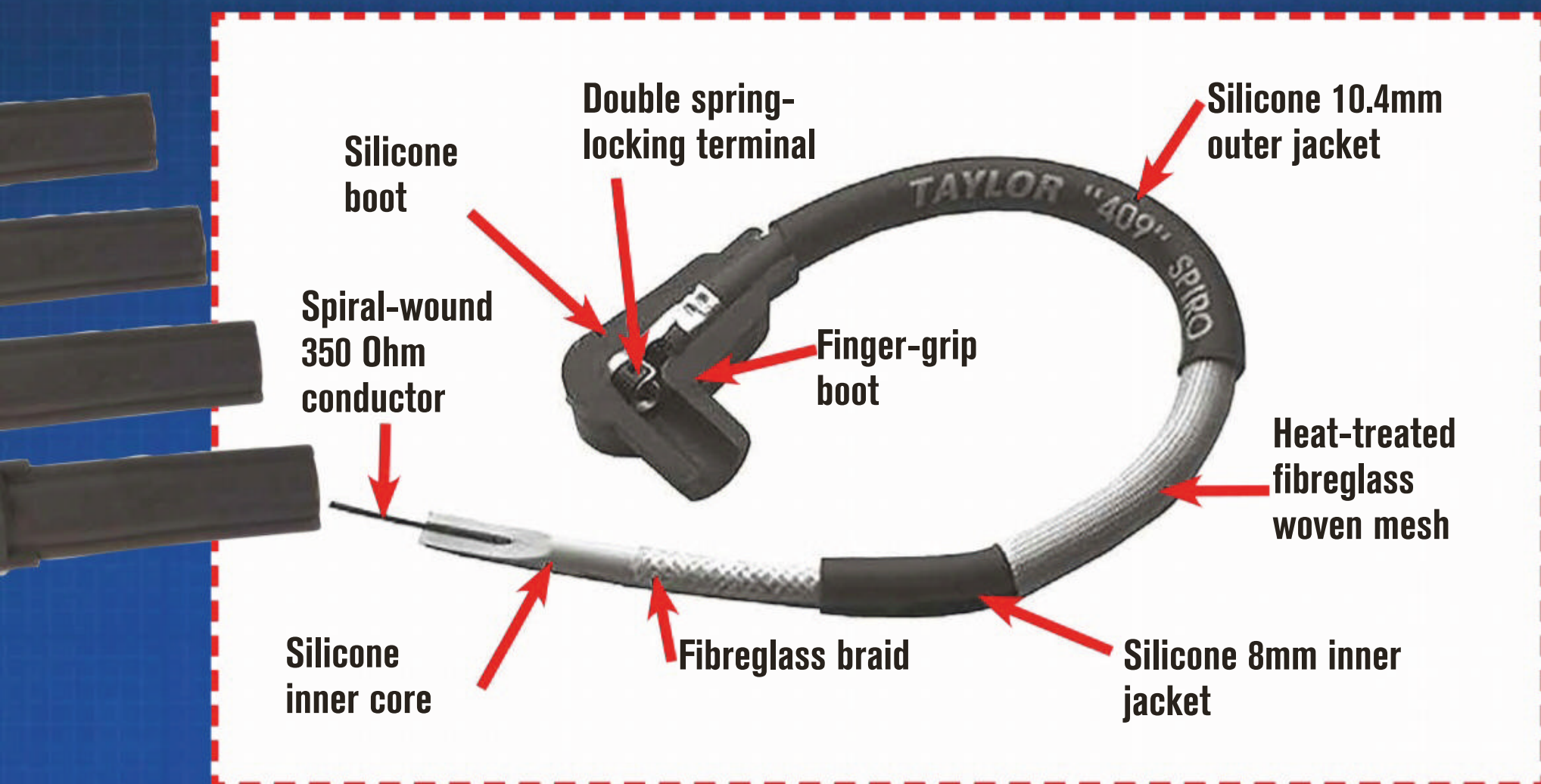
The outer jacket, usually made from silicone, adds strength to the core and protects the inner layers from heat, abrasion, chemicals and other harm inside the engine compartment.

Usually made from a braided fibreglass or similar material, the braided layer is designed to add strength and provide some EMI suppression.

Below the braided layer, the insulation is usually silicone or similar, protecting the core against heat and minimising energy loss by preventing voltage leaking through the outer layers. It also helps contain interference.

Some manufacturers add a conductive/suppression layer below the insulation as an added safeguard against energy loss and EMI/RFI.

The core largely dictates the performance of the sparkplug lead. Some cores offer low



resistance, while others offer better EMI/RFI suppression. Carbon cores are the common OEM style used on modern vehicles. They offer excellent RFI suppression, but also create more resistance than other styles. In addition, a carbon core breaks down more quickly than other materials, so they require more frequent replacement.

Solid-core plug leads typically use stainless steel or copper as the conductor, which conducts the charge very well. For that reason, solid-core leads have lower resistance than others to get maximum energy to the plugs. They're not suited to electronic ignition systems or vehicles with sensitive communications equipment or computer gear.

Spiral-core plug leads incorporate an alloy (usually of stainless steel, copper or tin) wrapped around the core to suppress EMI/RFI while maintaining low resistance.

More coils around the core will reduce noise but can raise resistance, as the magnetic field is suppressed.

CHOOSE WISELY

IF YOU'RE running a daily driver, the OEM-style carbon-core leads are fine for you. Carbon-core leads will typically need to be replaced on a programmed basis, as worn leads can cause misfires, reduce acceleration and leak voltage. A healthy set of carbon-core leads will provide adequate performance for stock vehicles, with no annoying noise or interference.

If you have a vintage hot rod or race car with a carby and old-school ignition set-up, you'd benefit from the ultra-low resistance of solid-core leads. The added noise from this style of ignition won't be a factor unless you have an MSD ignition box.

For high-performance applications using modern ignition or computers that can be sensitive to EMI/RFI, spiral-core leads are the way to go. Their low resistance ensures maximum voltage at the plugs, making them ideal for applications with high cylinder pressures and more fuel, where fouling might

otherwise be an issue.

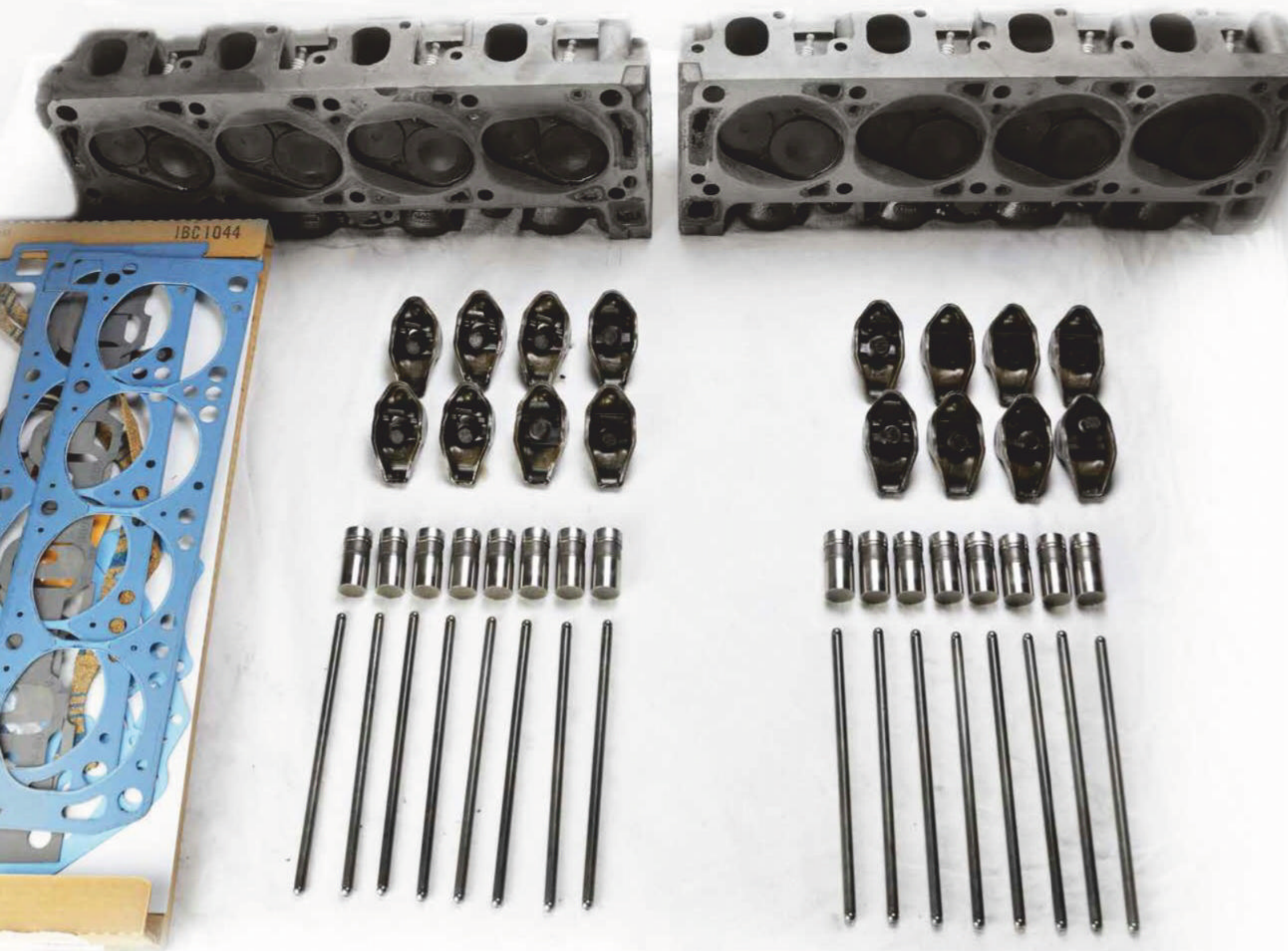
Sparkplug leads are commonly a direct fit for a specific engine application. This makes installation easy, but you can also get universal leads that can be cut to fit something different. There are also plenty of colour options to suit your elite street machine, and boot alternatives to get your leads past the headers and avoid failure due to melted insulation. Once a lead's insulation is melted, it's not long before a misfire starts and a dead short results. Remember to keep leads separated using one of the myriad aftermarket accessory items available, in order to avoid magnetic field interference between leads and potential cross-firing.

LEAD BY EXAMPLE

BECAUSE the plug leads just sit there and do their job, they are often the last items to be checked in the fault-finding process, and may be neglected in the maintenance schedule too. Choose the right leads for your application and look after them. 

FIT & FIDDLE

STORY & PHOTOS CHAD ATKINSON



GASKET CASE

> CAN YOU ATTACK A BLOWN HEAD GASKET AT HOME IN THE SHED?

RIPPING the heads off your vehicle to fix a blown gasket might seem a little overwhelming, but if you break it down it's a fairly approachable task. Some engines have their own idiosyncrasies through the removal and assembly processes, but the basic concept of sandwiching a gasket between the block and head remains the same.

Signs of head gasket failure can include white smoke from the exhaust, milky oil, a bubbling radiator or a rough idle.

Here's an overview of the process.

STEP 01

In order to demonstrate and document this procedure, we have pulled a Fairlane from the paddock. The early four-litre SOHC mill had a reputation for head gasket issues, and could well be the reason that this one was parked up. Before you start, purchase a full gasket kit that also includes gaskets for the exhaust manifold, intake manifold and the like, as replacing all gaskets at once is usually the best option. First up, the cooling system is drained, leaving the engine dry.



STEP 02

Label your plug leads, as this can come in handy later on. Remove them and any other hoses or breathers that will stop you from yanking the head. Next up, the rocker cover (or valve cover) can be removed.



STEP 03

The milky oil and rusty rocker assembly components mean it's pretty safe to assume there is a head issue. On closer inspection, a broken rocker on the rear cylinder is also found.



PUSHROD DINOSAURS

REPLACING head gaskets in pushrod engines is no more or less difficult than in overhead-cam mills; they're just different. Laying pieces out systematically to make it easy to put them back where they came from is key. Cast-iron heads may also require a re-torque after a certain number of kilometres.

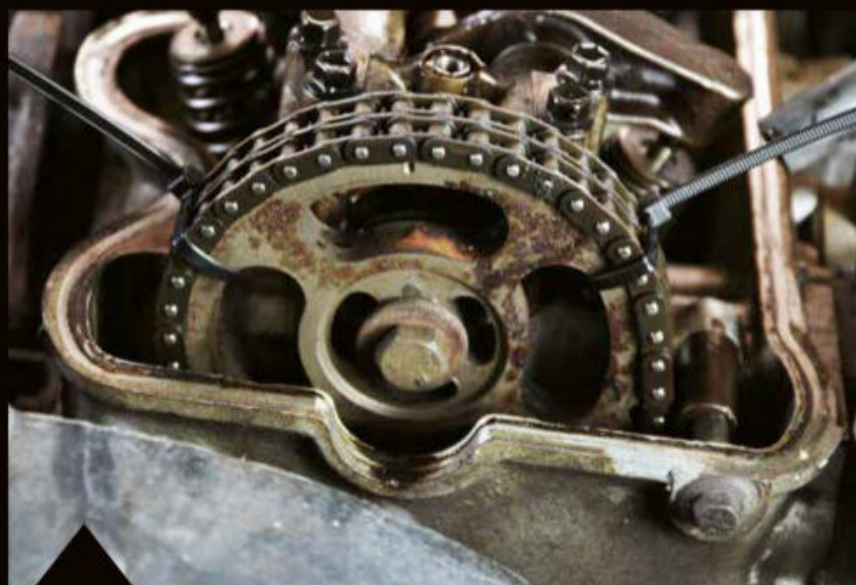
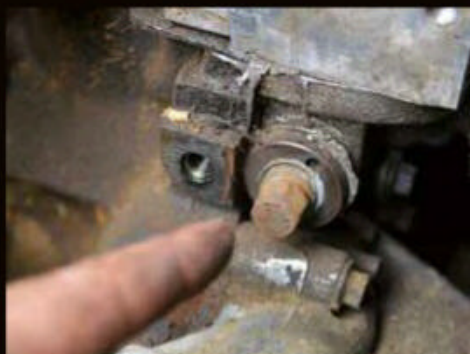


STEP 04

Both the exhaust and intake manifolds are unbolted. A handy idea here is to lay the bolts out on a piece of cardboard to avoid any confusion with different lengths when it's time to reassemble.

STEP 05

The SOHC has a cam chain tensioner located behind the power steering pump; this is one of those vehicle/engine-specific things we mentioned earlier. This needs to be removed or it's going to cause a lot of frustration. It's made up of seven parts, but should come out as two pieces.

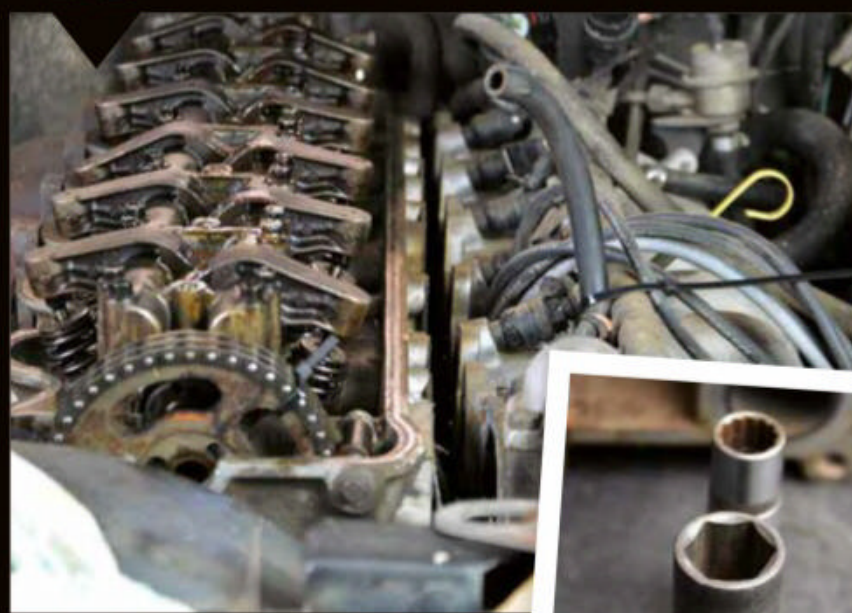


STEP 06

Once the tensioner is out, the timing chain sprocket can be removed from the end of the camshaft. Zip-ties can be used to keep the timing chain fixed to the sprocket to eliminate the possibility of a tooth being jumped. Also specific to this engine is a chain guide to the right of the sprocket that will need its bolt removed.

STEP 07

Once all your bits and pieces have been removed, it's time to unbolt the head. A single hex high-impact socket is used to remove the head bolts in the opposite pattern to how they are installed.



STEP 08

The head comes off without too much of a fight, and straight away it's clear that number six cylinder is the one with the issues. The cylinder itself has had leakage, while the alloy head shows corrosion. This also explains the broken rocker. With the Fairlane having sat for so long, it is likely that the number six cylinder has slowly filled with water, and upon start-up hydraulic lock has occurred, resulting in failure of the cast-aluminium rocker arm.





STEP 09

A clean-up using scrapers and some wet/dry sandpaper (500-grit in this case) shows both the head and the block faces to be in good shape. A straight edge is used to check the alloy head for signs of warpage, and the number six valve is inspected. Looks like we got lucky.

STEP 10

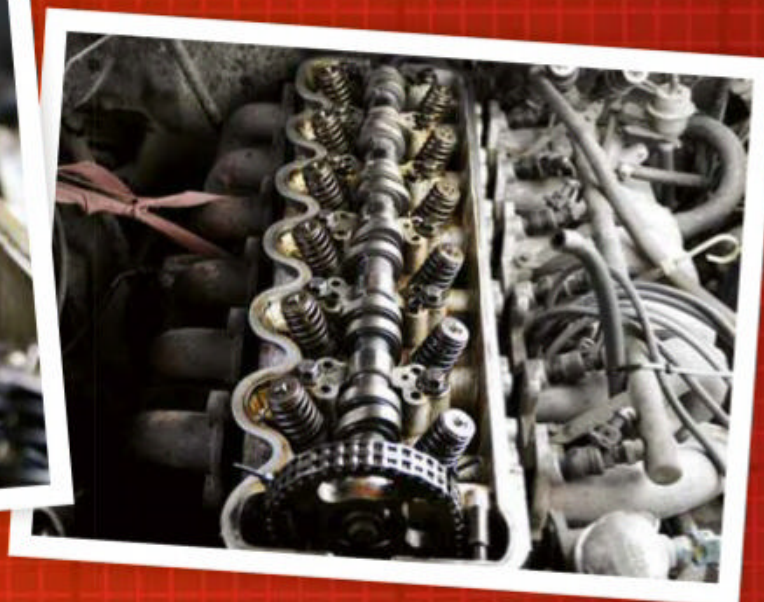
Before the gasket is dropped into place, compressed air is used to blow out any extra gunk that may be lurking. The head is then carefully lowered back on and the new head bolts are torqued down using the recommended process supplied with the kit. This one is a three-stage process, working from the middle out – no ugga-duggas here.



STEP 11



The next step on this engine is to swap out the rocker assembly with a spare. After removing the assembly, the camshaft is found to be in a sorry state as well, so in the end both are replaced with a matching pair from a spare head that was lying around the shop.



STEP 12

With the replacement camshaft lined up to the existing sprocket keyway, it is bolted back into place. The next job is to 'load' the timing chain tensioner before inserting that back into the block. Once it's installed, an Allen key is used to 'unload' the spring to put tension back onto the chain. The engine is now turned over by hand to ensure there are no issues, with close attention paid to the troublesome valve on the rear cylinder. Everything is given the green light. From here it's pretty much a reversal of the teardown, though it usually takes longer due to cleaning up bits and pieces for the new gaskets. After some fresh coolant and an oil change, things are running smoothly again. 🛠️



DRAG CHALLENGE

STORY IAIN KELLY & GLENN TORRENS PHOTOS TROY BARKER



SMALL-TYRE FRYER

> JASON WAYE'S STREET-LEGAL, 11-SECOND LS1 SIGMA RAN HARD IN TUFF MOUNTS 235 ASPIRATED AT DRAG CHALLENGE 2019

PLENTY of us have memories of the Chrysler Sigma, one of Australia's most popular family cars of the 1980s. But it's not often you read 'Sigma' and 'performance' in the one sentence.

That's not to say you can't bulk them up though, as Jason Waye's LS1-powered '81 GH shows. The blue four-door packs a cammed 350rwhp LS1 and ran a PB of 11.8 at Drag Challenge 2019, yet it has also been through all the engineering hoops to be street-legal in Jason's hometown of Adelaide!

The car turned out so well because Jason runs Tuff Mounts, a company specialising in fitting the right engines into the wrong cars. After his Barra-powered Fox-body Mustang wasn't going to be ready for the Haltech Radial Blown class at DC19, he built the Sigma to tackle the new

235 Aspirated class that Tuff Mounts sponsors.

"It was dying to be done!" chuckles Jason. "I saw a Sigma when I attended Drag Challenge Weekend in Queensland and I thought, what a great idea!"

The build began in late June, after Jason found his Sigma in Victoria with the Astron four-pot already swapped for a carby Holden V8 and Trimatic. Jason disassembled the ex-Statesman LS1 to have the heads cleaned and serviced with new springs and stem seals, while a VCM 710 cam and oil pump kit were also installed. He then made it all fit in the Mitsubishi engine bay and tuned up the unlocked PCM to make 350rwhp.

The 4L60E four-speed autos aren't known for strength under pressure, so Jason rebuilt his with upgraded clutches, bearings and valvebody.

"Done properly, these are a reasonable trans," Jason reckons. "I wanted one because it needed to be a road car for Drag Challenge – not just for down the strip."

The JRM Transmissions-built 'box runs an AK 3600rpm converter, while the rear axle is a narrowed ex-Commodore BorgWarner that was already there.

"It already had a lot of the stuff we needed," says Jason of his bargain buy. "Buying it like that *[with a V8 swap]* didn't make the engine transplant any easier, but it saved us time and some money, as it already had a tougher transplanted diff in it and bigger V8-spec VR Commodore brakes."

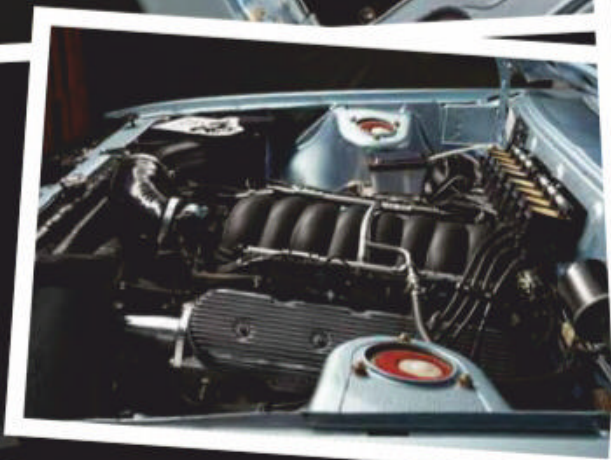
Once the Sigma had been through its shakedown process, Jason got it passed through engineering to be street-legal in South Australia, then hitched up the trailer and hit the



JASON WAYE
1981 MITSUBISHI
GH SIGMA
Class: Tuff Mounts 235 Aspirated

SPECS
Engine: 5.7L LS1
Cam: VCM #710
ECU: LSI PCM
Trans: GM 4L60E
four-speed auto
Converter: AK 3600rpm
Diff: BTR, 4.1:1 gears

Previous PB: N/A
Best DC 2019 Pass:
11.84@113mph



SMALL WONDER: The Sigma makes sense as a candidate for an LS swap: the engine bay has plenty of clearance and the stout body can be torqued up with big power without popping the door latches. Add in parts interchangeability (such as brakes) with other Aussie cars and you've got a relatively simple engineering exercise

THE SIGMA PACKS A CAMMED 350HP LS1 AND RAN A PB OF 11.8 AT DRAG CHALLENGE 2019, YET IS STREET-LEGAL IN JASON'S HOMETOWN OF ADELAIDE





SIG-NATORIES: Jason's is not the first Sigma to front up at Drag Challenge. Sydney's Dominic Pelle debuted his turbo LS-powered Sigma at DC 2018 and was joined by Brett Lowing with his 9sec turbo LS Sig in 2019. Jason's car has been a development mule for his Muscle Garage/Tuff Mounts bolt-in engine swap kit, so it certainly won't be the last V8 example we see

THE WHOLE GOAL OF THE PROJECT WAS TO SHOW YOU CAN BUILD SOMETHING INTERESTING AND COOL WITHOUT SPENDING A MILLION DOLLARS

road to Melbourne. Jason and co-driver Perry Martin opened their week with a 12.8 on Day One as they learned the car, knocked out a best of 7.73@87mph over the Mildura eighth-mile on Day Three, and set a PB of 11.84@113mph on Day Five back at Calder.

Jason and Perry hung around in Melbourne for a couple of extra days after Drag Challenge to run the Sig in the first Aussie Optima Search For The Ultimate Street Car event, which involved two types of motorkhana challenges, a run up the Calder strip and a couple of laps of the circuit.

"I've followed the Optima challenge since they

kicked off in 2008 [*in the USA*]," Jason explains. "When I heard it was coming to Australia and it was going to be held at Calder the day after Drag Challenge wrapped up, I had to extend my trip a couple of days."

Despite the Sigma not being optimally set up for hard cornering, Jason managed to finish third in the Vintage class behind far more circuit-oriented cars.

Now that DC19 is over, Jason is keen to move the Sigma on so he can get back into some of the other projects queuing quietly in the corner of the Tuff Mounts shop.

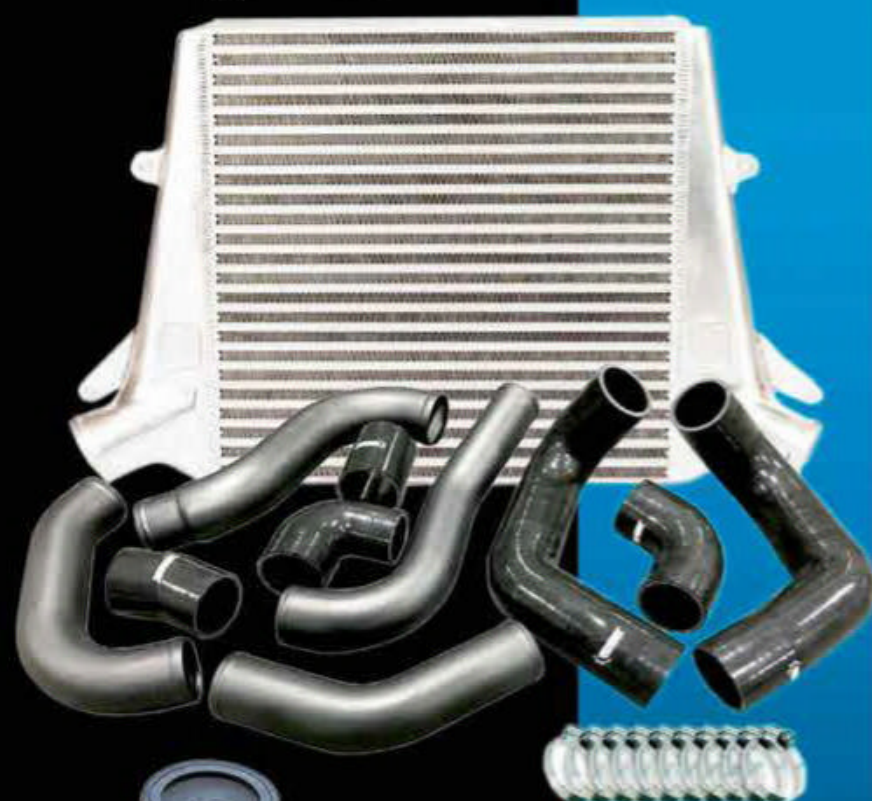
"The whole goal of the project was to show you can build something interesting and cool without spending a million dollars," he says. "We took the time to make the car legal, and the guys at Regency [*Park Vehicle Inspections*] couldn't believe how well the V8 fitted into the Sigma bay – they reckoned it looked like it was a factory installation. It drove so nicely on the road that we just spent the transit legs cruising without a problem."

If you're keen to add an 11-second Sigma to your fleet, get in touch with Jason through the Tuff Mounts website. 🛠️

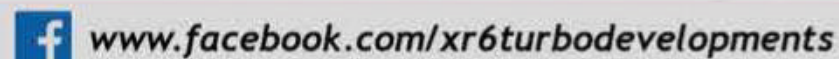


BLUE STEEL: The Sigma was repainted when the carby Holden V8 was dropped in. That was around 20 years ago, so it's not perfect, but it's certainly nothing to be ashamed of. For Drag Challenge, Jason fitted a reverse-cowl bonnet. Inside, the Sigma still has its grandma-comfy quilted-and-buttoned headlining, but Jason ran DC with a Kirkey drag-spec alloy seat so he had some headroom with his helmet on!

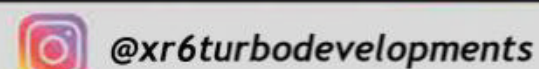
A black and white photograph of a mechanical component, likely a carburetor or fuel injector. The component features a polished metal body with a prominent circular air filter or fuel filter mounted on top. A black plastic housing is attached to the side, and a curved metal pipe extends from the bottom. The background is dark and out of focus.



Street MACHINE DRAG CHALLENGE 2019



2/167 Princes Highway, Hallam, Victoria



Dealer Enquiries Welcome

Dealer Enquiries Welcome

IRON MAIDEN

STORY CARLY DALE PHOTOS BEN HOSKING



KIM PERRY

> ORANGE, NSW

THERE'S no missing this striking purple HT Premier, proudly owned by Holden lover Kim Perry. Although the Prem was in a bit of a state when she bought it, Kim and hubby Michael have since lovingly built it into a reliable yet eye-catching cruiser.

Sweet HT! Tell us why you chose it.

About four years ago I had a VE SS and I wanted something more old-school. I wanted a cool old Holden to drive around in, more of a muscle car. So when I came across the HT Premier I really liked it.

What condition was it in?

It was pretty rough, with an RB30 motor in it that wasn't running. They'd also cut the floors to fit the motor. We took the motor out and Michael replaced the floors and fixed all the rust in the beaver panel, lower quarters, boot floor, spare wheel well, subframe and window channels. Because there were so many major

repairs, we ended up doing a full restoration on the car.

That's huge. Tell us about the resto.

We brought it down to a bare shell and had it all sandblasted. We then replaced almost everything with brand new parts and had the chrome redone. Michael also added a Monaro bonnet, then Josh at Orange Body Works painted it. I chose the VE Commodore Morpheus Purple, as I really liked it and at least it's a factory Holden colour. For the interior I went with classic black, buying it all from Winner Products. I used their pre-made cover to do the seats myself, and I did it all with pliers instead of the proper hog clip tool. **Looks like there's a sneaky LS in there, too.**

We love LS engines. We have a VY Senator and I had a VZ SS ute; I loved the sound of them both. My LS1 has been built and mildly worked. We then fitted it ourselves along with the 4L60E trans, VH Commodore

diff and disc brakes. Michael had previous experience with this sort of thing, as he built his '48 Chevy pick-up with an injected five-litre.

Have you always been into cars?

I grew up around cars. My Dad has always been a bit of a revhead really. He's a retired mechanic and always loved old cars, including owing a few Monaros when he was younger. My brother and I would watch Dad in the shed all the time; he does a bit of airbrushing too. I later did signwriting through TAFE and learnt airbrushing too. I still do some signs now, but I have been a tattoo artist for the past 10 years.

Does the HT get much drive time?

There's a baby seat in the back for our seven-month-old son, so we recently took the HT to a Bathurst car show, and we also go along to All Holden Day and other shows like that. Michael is the vice-president of the Southern Cross Street Cruisers, so I tag around with the club too. 

Girls – wanna be famous? Send pics, car details and contact details to: Iron Maiden, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166. Or email: streetmachine@bauer-media.com.au.



**ABOUT FOUR YEARS AGO I HAD A
VE SS AND I WANTED SOMETHING
MORE OLD-SCHOOL; MORE OF A
MUSCLE CAR**



YOUNG GUN

STORY CARLY DALE PHOTOS CHRIS THOROGOOD

WYATT CRONIN

> 18, DAYLESFORD, VIC

EIGHTEEN-year-old Wyatt Cronin was enthusiastically wrenching on his '61 Studebaker Lark's broken trans when we first spied him at Chopped 2019. The Daylesford local is a serious revhead with a keen interest in old-school cool. Here's his story thus far.

How'd you come to own a '61 Stude?

My dad inherited the Studebaker from his mum and in 2012 he gave it to me. The car has been in the family for 47 years, and a lot of that time was sitting in an open-faced shed, so it has good patina. A few years ago – when I was 13 – Dad and I decided to get it going, though the valves had seized in the heads of the 259ci V8. We freed up a couple of them but when we got to the last valve it was bent, so the car just sat in the shed again. Then at the beginning of 2019 I rebuilt a pair of old heads and fired it up for the first time in 47 years!

What happened at Chopped?

Chopped was the first time it had been driven, and the Flight-O-Matic three-speed lost drive after about eight runs. I swapped it for another old trans, which we didn't think was going to work, but it freed up and came good. That was a bit of a bonus, and it's still in there now.

How long have you been wrenching?

Since I could walk I've been in the shed with Dad, helping with his '53 and '64 Studebakers, a '68 El Camino, Mum's '65 Chev C10 pick-up and my '80 C10 pick-up. It's a hobby. I like working on older stuff with carbies instead of the late-model stuff.

Tell us about your squarebody.

My C10 pick-up was from Barstow in California. It's pretty much all original and the silver has patina. Instead of a six, it now runs a 307ci Chev, and it's my weekender. I go cruising in it with one of my mates; we just drive around town or go to a car show

in Ballarat and Castlemaine, and I take it to some swap meets as well.

What's next for the Stude?

I plan to get rego on the Studebaker one day. I've always wanted to build a gasser, and the original plan was to make the Studebaker into one. But that changed as I decided to have something else to cruise instead. First, I need to fix a few bushes, seals and rust holes; it'll probably need rewiring and stuff like that. I don't really have a timeline, though I'd like to have it done by Chopped next year. But I think I'll be pushing it – I just finished Year 12 so I'm also looking for a job, maybe in carpentry or building. I'll take the Studebaker back to Chopped even if it's not registered. Drag racing and burnouts were good fun; I've had paddock bombs over the years, but it's nothing like driving an older car and doing fun stuff in it. Now a few more of my mates are interested too and are building cars for Chopped 2020. ■■■



Aged around 21 or younger and have a neat ride? Send some pics and info to: Young Guns, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166 or email us at: younggun@bauer-media.com.au.



I LIKE WORKING ON OLDER STUFF WITH CARBIES INSTEAD OF THE LATE-MODEL STUFF



SLEEPERS

STORY TAS McMILLAN PHOTOS MITCH HEMMING



BEN O'NEILL 1966 FORD XR FALCON

> BRISBANE, QUEENSLAND

THE term 'sleeper' means different things to different people. Some reckon that a car with a ground-shaking idle and 10in-wide drag radials qualifies as a sleeper as long as it's also got venetians and a factory-style two-tone paintjob. Others feel that for a car to be truly sleepy, there can't be any external cues to give away its real potential. Ben O'Neill's XR follows the latter philosophy – it flies so far under the fast-car radar it may as well be subterranean!

The Falcon was a different beast when it entered Ben's garage 10 years ago. "The paint and interior were good, but the

mechanicals were pretty crap," he says. "I took it for a quick spin around the block and it was just horrible to drive, so I started stripping it the next day!"

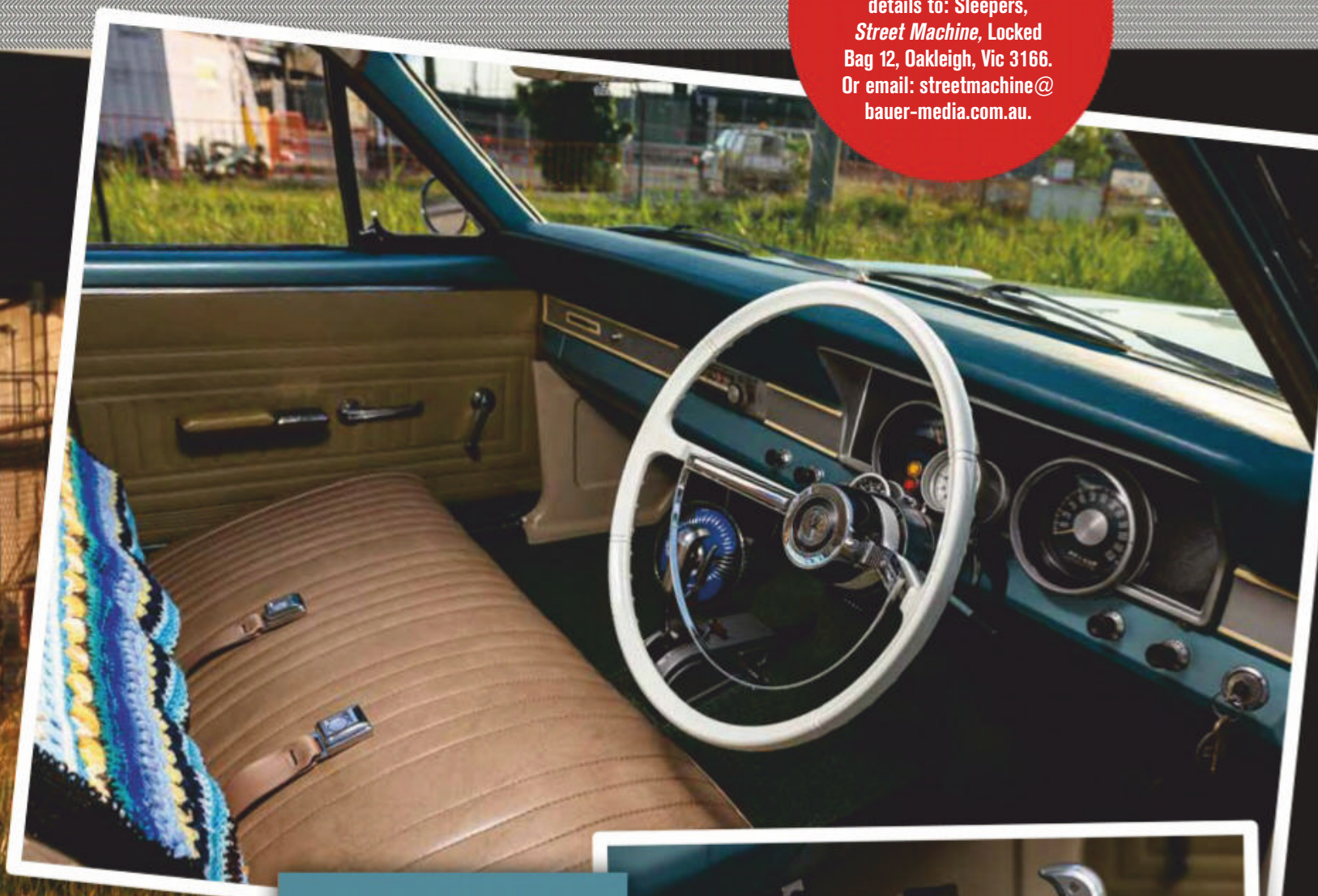
The 200ci pre-crossflow six and Celica five-speed made way for a tough little Windsor and C4, but after six years Ben got bored and went on the hunt for a boatload more power.

Taking pride of place in the engine bay these days is the 200's grandchild: a BF Mk2 Barra with 16psi shoved down its gullet. The donk is basically stock, with a set of Atomic oil pump gears, Plazmaman valve springs and head studs added for

reliability and a GTX3582R turbo from Proboost for making power. In order to fit the Barra into the tiny gap between the XR's towers, Ben knocked up an exhaust manifold from steam pipe and made his own version of an FG intake plenum using cut-down BF runners and aluminium tube. While the TIG was handy, he took care of the intake plumbing, the four-inch dump and the 3.5-inch exhaust. "I wanted it to be quiet, so it's got two of the biggest mufflers I could fit under the car – Barras sound terrible when they're loud," Ben laughs.

Backing up the Barra is a Converter

Got a car that looks mild, but goes wild? Send pics, car details and contact details to: Sleepers, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166. Or email: streetmachine@bauer-media.com.au.



INTERIOR

Only the extra gauges and B&M shifter hint at the XR's true potential in here. There's no sound system, the AM radio is just there to fill the hole, and the little fan helps Ben imagine that he's got air con!



ENGINE BAY

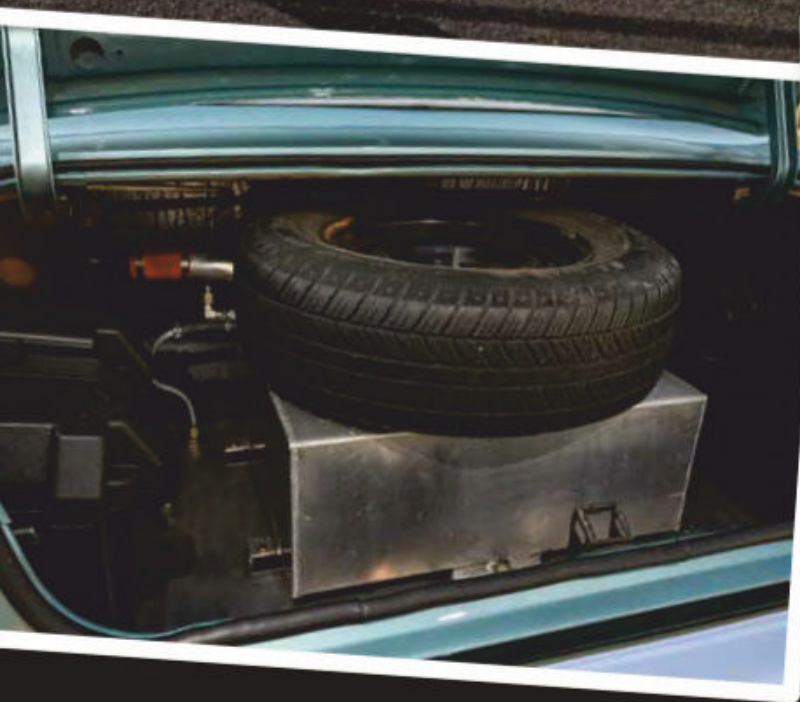
Ben's homemade intake and exhaust manifolds allow the Barra to squeeze between the XR's shock towers. He didn't want to have any run-ins with the local constabulary though, so the Turbosmart blow-off valve is plumbed back into the intake and the catch can is completely sealed. Tucked away in the corner is a VN booster and master, and cooling is taken care of by a ridgy-didge late-model Falcon radiator and thermo fans for factory-level reliability



EXTERIOR

"I bought it off a panel beater from Wollongong with the body and paint already done," says Ben of his XR. "It's neat and tidy; the gaps aren't perfect, but it's a street car. The bumpers and all the trims are original 1960s." The hubcaps hide XF front brakes and AU rears, and the 3.5in exhaust exits through the base of the little muffler under the rear bar

WITH AN EASY 420HP AT THE TYRES, THE XR HAS RUN A BEST OF 11.40@120MPH, AND BEN'S GUNNING FOR A 10



BEN O'NEILL 1966 FORD XR FALCON

ENGINE

Type: Ford Barra
Capacity: 4.0L
Head: Standard
Intake: Custom
Turbo: GTX3582R
Exhaust: 4in dump, 3.5in single system
ECU: Haltech Elite 2500
Fuel system: Pierburg 360 external pump, Bosch 1150cc injectors

DRIVELINE

Gearbox: C4
Diff: M86, Truetrac, 3.23:1 gears

SUSPENSION & BRAKES

Suspension: XF Falcon (f), King Springs leaves (r)
Brakes: XF Falcon (f), AU Falcon (r)

WHEELS & TYRES

Rims: EF Falcon 15x6 with 1960 Buick hubcaps (f & r)
Rubber: Dunlop SP Sport 205/65/15 (f & r)

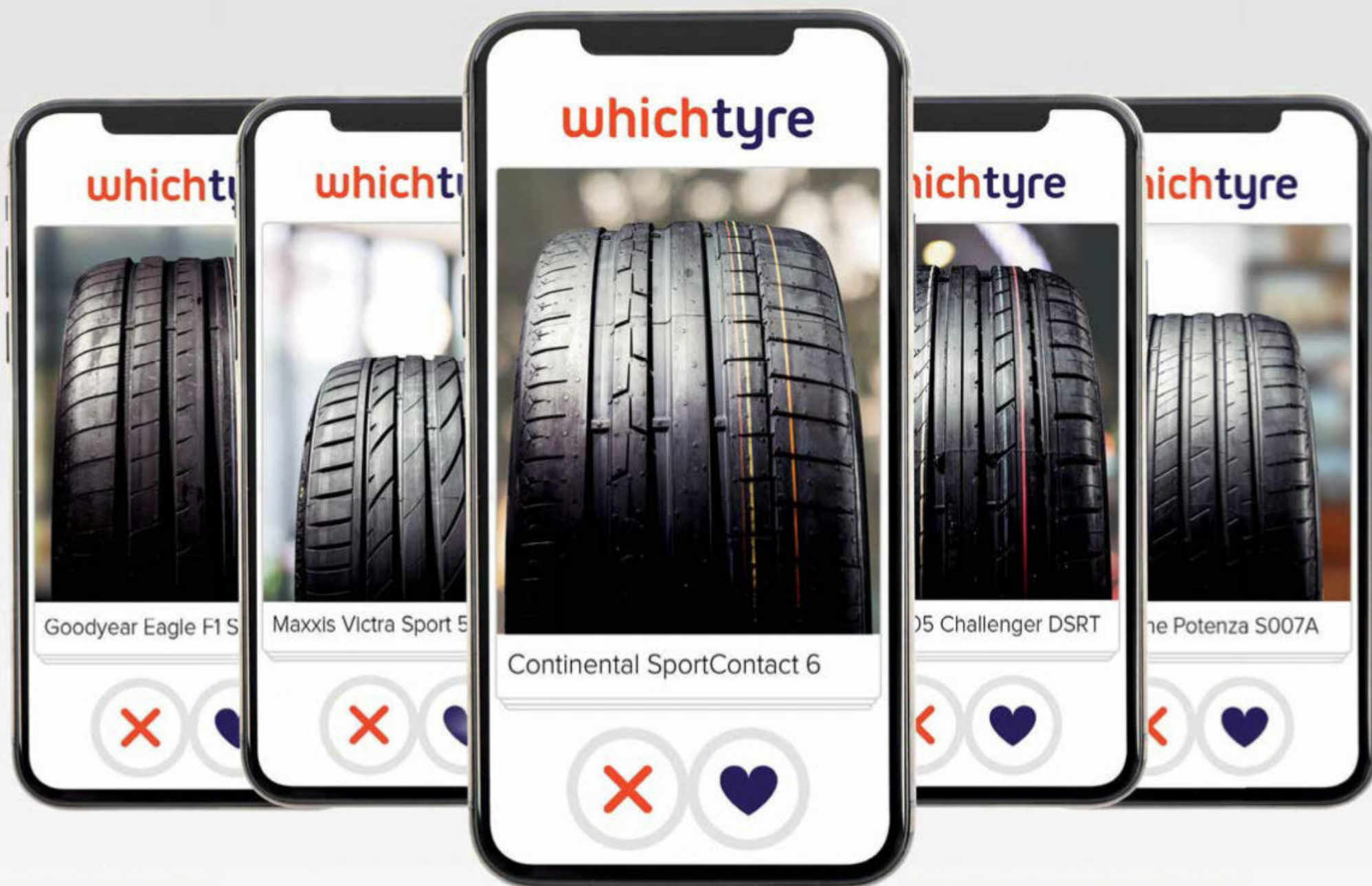
Shop 3000rpm stall and a built C4 from Geartorque. Power travels to the ground through an M86 diff pillaged from an XR8 ute, equipped with billet axles, a Truetrac centre and the factory 3.23:1 gear ratio. Of course, the skinny shoes don't do much for traction: "It's a bit of a handful," Ben admits. "First gear's a waste of time, but second hooks up okay if you ease into it."

Ben tackled almost the entire build in his shed, and says the most difficult job was wiring up the Haltech 2500. "The only things

not done at home were the wheel alignment and tune," he says.

After getting the car running himself and ironing out the kinks, Ben took the XR to ProFile Autosports to really get the Barra on song. With an easy 420hp at the tyres, the XR has run a best of 11.40@120mph at Willowbank, and Ben's gunning for a 10. Having said that, it's primarily a street car: "My wife Jen and the kids Abby and Jack are always keen to come for a ride," Ben says. "I have to thank them all for putting up with me!" 

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STAGE WRITE

BOB KOTMEL



THE inaugural Rockynats takes place in Rockhampton on 26-28 June, and it's going to go off. In fact, I reckon it'll be bigger than the V8 Supercars in Townsville. In particular, I'm looking forward to the no-prep eighth-mile street racing in Quay Street. I'm sure there'll be some insane street-registered and driven cars levitating the front wheels off the bitumen on street rubber. One thing's for sure: Rockhampton will be overwhelmed with the influx of revheads. Just about everyone I know has already bought tickets, booked their accommodation and will be driving their street machines, hot rods or choppers to the event. It's going to take an act of god to keep me away.

I rarely watch Supercars on TV anymore and wonder how it's going to survive with no Holden Commodores. It was sad to hear Holden has dropped the rebadged Opels from its line-up, but it came as no surprise; in September 2019, Holden had its worst monthly sales figures since 1948.

I really am baffled as to why GM and Mopar don't see Australia as a viable market for limited runs of right-hand-drive V8 Camaros and Challengers. They could be sold for \$60,000 for the base model and \$75,000 for the top-of-the-range model; they'd shift thousands of them here. Aussies love their rear-wheel-drive V8s and I reckon there would be customers queued up at the counter. It would be like the old days, where you put your deposit down at the Holden dealer and had to wait months for your new car to arrive.

In the US, Ford, GM and Chrysler are doing

limited runs of cars like the Dodge Challenger Drag Pak, which was released at the 2019 SEMA show. Only 50 are being made, and they run 7.50s off the showroom floor. How can they justify doing a limited run of 50 cars in the US and not consider doing, say, 5000 right-hand-drive V8s for Australia? It doesn't add up!

I don't know how many Mustangs have been sold in Australia, but we must have the highest number per capita here in Mackay. If I go to the supermarket, there are three in the car park. Even grandmothers drive them. The V8 Coyote-powered pony cars are as cool as an iceberg,

“ROCKYNATS WILL SEE ROCKHAMPTON OVERWHELMED WITH AN INFLUX OF REVHEADS. JUST ABOUT EVERYONE I KNOW WILL BE DRIVING THEIR STREET MACHINES OR HOT RODS TO THE EVENT”

and with a bit of tweaking go like a bat out of hell. But not all Mustangs were born equal.

One of my friends rang me about his Mustang EcoBoost. Wish he'd asked me for advice on what to buy before shelling out his hard-earned cash on the turbocharged four-cylinder 'Stang. His car was in the dealers for the umpteenth time and they told him the fragile motor was terminally ill. His warranty was null and void because he'd put an exhaust tip on it, and the car was going to need an expensive new replacement engine. He rang me to ask about options.

One option was to buy another EcoBoost to swap in and then sell the car to some other poor sucker, but he loves his Mustang so was very

reluctant to do that. His second option was to get a written-off V8 Mustang from the wreckers and transplant the internals to turn it into the car he should have bought. But that would cost more than an EcoBoost swap. Another alternative was to buy a Coyote crate engine to repower the pony car, but it was out of his price range.

The fourth option came when I called David Sheehy at CPV Tuning. He suggested throwing in a turbo XR6 mill. Now what a wicked conversion that would be! We're not aware of anyone who has swapped a Barra into a late-model Mustang, but it makes perfect sense and could be done for \$5K-\$15K depending on how much work you did yourself.

The variable-timing, twin-overhead-cam Ford sixes are being chucked into just about every make and model of car these days. Some think it's blasphemous to transplant a Ford six into a Holden or

Chrysler, but to me that's what street machining is all about. The Aussie-built Barras can reliably make 3hp per cube and can be a bargain at the wreckers. A turbo XR6-powered late-model Mustang with a properly sorted rear end could easily be a nine-second streeter. And as it's a Ford engine in a Ford car, even the purists would think it's kosher.

Modifying late-model cars will be the future of street machining. The price of second-hand Mustangs has dropped and they're now an affordable basis for a tough street car. Hopefully a seed has been planted. I'd love to hear from a reader who has already swapped an XR6 mill into a late-model Mustang.

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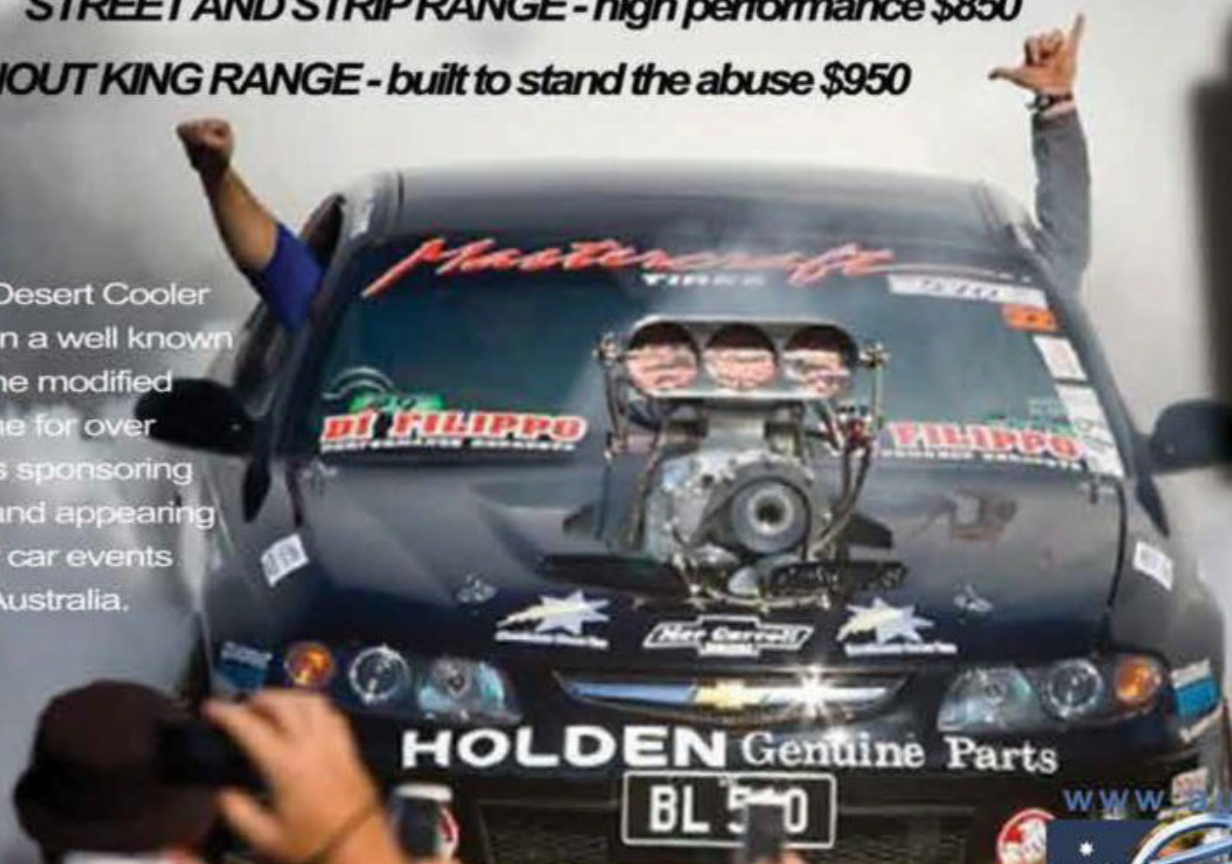


John Taverna Jnr's FG would take honours in a top car show or on the burnout track. Aussie Desert Cooler's product will not let John down in either arena. John has relied on Aussie Desert Cooler for over ten years.

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DIRTY STUFF

WILLIAM PORKER

A FAIR while ago I worked at a service station in Brisbane. The owner, Luigi, had this huge need to race and already owned a yellow FJ Holden, reworked for competition. Then he bought a real race car, an old cigar-bodied flathead Ford-powered machine that he'd painted Monza Red, built up on a 1920s Whippet chassis.

Just after I started, Luigi decided to take the car to a local club's sprint meeting at the Lakeside circuit. Sprint racing has been around long before drags got going in Australia, mostly on any straight piece of tar, usually in consecutive acceleration tests. Anyway, Luigi was going to win big with his new old car. It had two carburettors and pipe exhausts, so it must be fast.

He lined up to take his turn down the track. First run was okay, in the top three. Second run and he was only one away from taking out top competitor. This really stirred Luigi and his eyes were wide as he lined up again. He was only a few seconds away from scoring a trophy, so idling on the line he selected first cog, booted the pre-war mill to somewhere over 5000rpm, and dropped the clutch. He knew his car would go off like a red rocket, but then the three-speed gearbox told him enough was enough. There was a huge bang and pieces of cast iron and steel exploded from underneath the car, seemingly aiming for the official's feet. Luigi just sat there, amid the pungent smell of gear oil, as his top-time trophy dream was destroyed as surely as his fragile Ford gearbox.

Years later, I remembered that car and discovered it had been relatively famous.

Built in 1949 by a bloke in Brisbane named of Jack Wright, its genesis was in that Whippet chassis, turned upside down and back to front. So the Ford A-model front axle was underslung, as was the stock Ford V8 rear. Jack fitted V8 hydraulic brakes, and an open driveshaft to the Ford three-slot 'box, which he hung behind Henry Ford's cast-iron flathead V8. He made a two-seat body with a '32 Ford grille, and thus it became his road car, which was common in that era when new cars were scarce and too expensive to buy.

Then a Breakfast Creek used-car dealer bought the car, lowered the bodyline and got it in shape for racing. There was a major competition event to be held in 1954 – the annual Australian Grand Prix – and two car clubs had won the gong to hold this long-distance race on the narrow and lumpy roads of Southport, on the Gold Coast. On the day, there was Stan Jones in the Repco Maybach, which crashed when leading; Cobden's supercharged Ferrari, which also crashed; and Lex Davison's HWM Jaguar. The latter outlasted the opposition to win, with the Jack Wright special (driven by Ken Richardson) surviving to place third, behind Curley Brydon's MG. That's the only time a Queensland-built race car has claimed a podium place at an AGP, so when I discovered this I obviously decided to try and find the special, some 20 years later.

Eventually I did discover where it went. Jack's Ford had been re-bodied with a cigar-shaped alloy shell. Old race cars were not worth much back then, so it finished its life running in speedway events until it got beat up one night and the wreckers took it away.

They fed it to a crusher.

When I got that info, I decided to build a replica. Somebody gave me a stripped Whippet chassis; I found a Ford A front axle and rear axle; as well as brakes from an English Ford Pilot, which was the same as the pre-war American stuff. A rebuildable flathead-eight came from a funeral home. I forget where I got the three-speed Ford cogbox. I converted the driveline from a torque tube set-up to an open shaft, which was used in the original car, and made a '32 grille and an aluminium body copied from photographs. Next up, I fitted a handful of basic instruments and applied for a CAMS logbook. Once that was in hand, I began racing in events for historic cars, mainly at Lakeside Raceway and Surfers Paradise International. The only problem I had was finding enough 16-inch road tyres to fit the narrow steel wheels.

Then came a meeting at Surfers where a few historic car events were listed on the program. A couple of them were handicaps to give the slower old cars a fairer bite of the sausage. I went well in the first one, and realised that if I could get a better start I could potentially win this. Lined up on the staggered grid, way in front of the faster cars, I found first gear and revved the ring out of that old V8. The lights turned green, I dropped the truck clutch... and Henry's three-speed 'box exploded.

You would reckon, after Luigi's lesson, that I would have picked second gear before I dropped the clutch on that hard-revving engine. But I'm a slow learner and so it was déjà vu. C'est la vie. 🗝️

I FOUND FIRST GEAR AND REVVED THE RING OUT OF THAT OLD V8. THE LIGHTS TURNED GREEN, I DROPPED THE TRUCK CLUTCH... AND HENRY'S THREE-SPEED 'BOX EXPLODED



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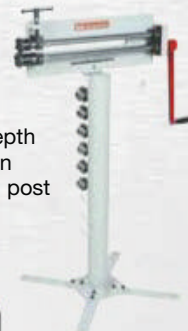


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WILD AT HEART

VICTOR BRAY

DRAG racing can be a brutal and unforgiving sport, and sometimes you can become a victim for reasons beyond your control. Case in point: it looks like Richie Crampton has lost his drive with Kalitta Racing, meaning that for the first time since 1996, Australia probably won't have a driver in NHRA Top Fuel. For the 2020 season, the Kalitta team is looking at downsizing from four cars to a single dragster driven by Doug Kalitta and two Funny Cars for JR Todd and Shawn Langdon. The reason? Well, no one is saying much, but when you downsize, it's often due to money – in most cases, the lack of sponsorship dollars.

Richie would be disappointed if he were to miss out on racing this year. He was one of the few in the pro ranks to have earned his place on talent alone and not because he had a bucketload of money to buy the ride. His journey from a kid in Adelaide racing a Supercharged Outlaw car to crew member and driver at Morgan Lucas Racing, then on to Kalitta Racing, has been amazing. He was NHRA Rookie of the Year in 2014, and with 12 career wins can claim to be the most successful Aussie to have raced in the NHRA.

I met Richie when he came to Willowbank

Raceway in January 2019 to drive for Lamattina Racing. He struck me as an amiable, unaffected type of guy and was extremely popular with the fans.

On the same theme, I also want to pay tribute to Cory McClenathan. It looks like his NHRA career is over. Ninth on the all-time winners list, he was unlucky not to win an NHRA Fuel title after finishing runner-up on four occasions. He's best known in Australia for his time with Rapisarda Racing, which included winning the ANDRA Championship in 2016. People who were there remember the day at Sydney Dragway when he tossed his helmet at his car after it wouldn't start! I think he raced in Australia four or five times and, like Richie Crampton, went out of his way to make himself available to the fans, posing for photos and signing autographs.

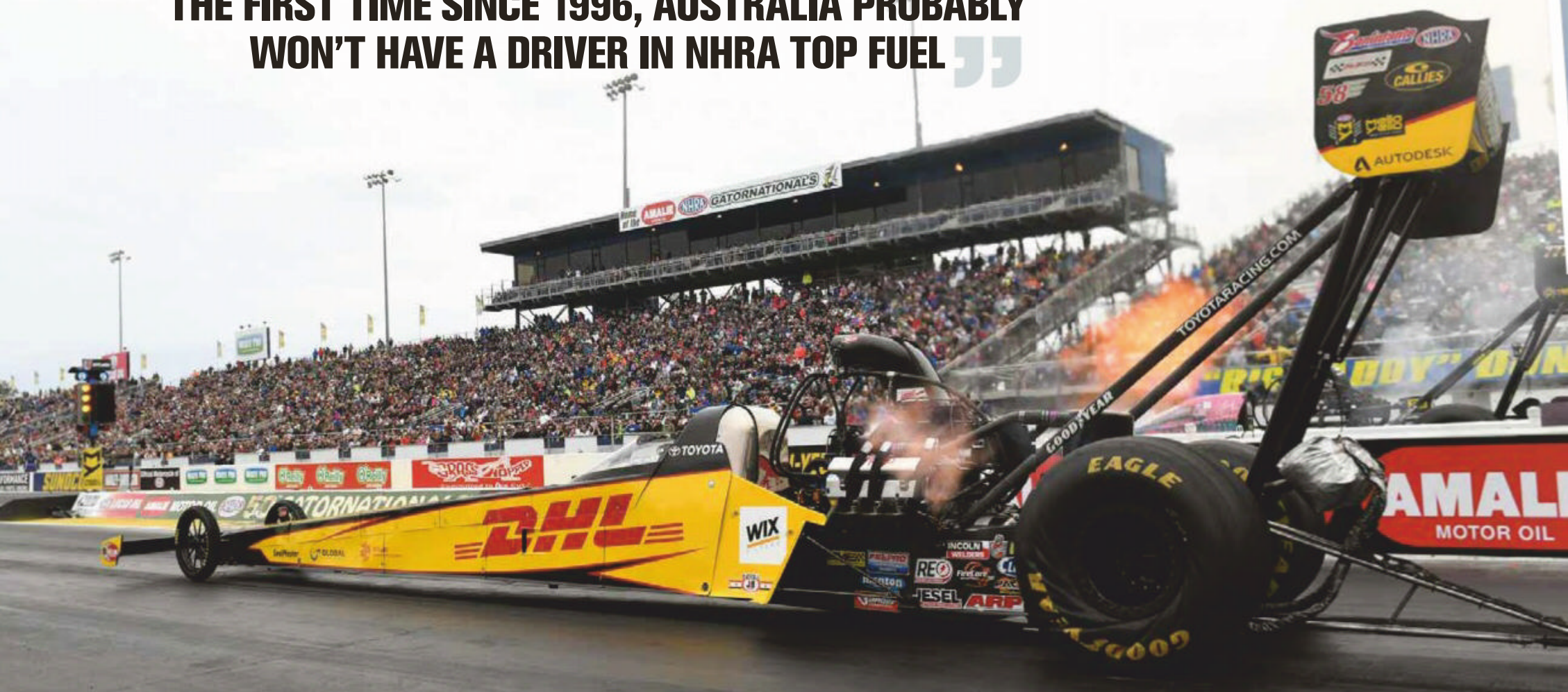
Over the past couple of years, I've bemoaned the fact that in Australia there's been a lack of new talent coming through the ranks. The most notable exception was Kelly Bettes, who was plucked from Sport Compact to race in Top Fuel by team owner Phil Lamattina. The history books show that it was one of the best decisions he could have made, as in 2018 Kelly became the first

woman in this country to win a Top Fuel title.

This season, Pro Alcohol may have also unearthed a new talent in Queenslander Jake Donnelly. He made his debut at the first round of the 400 Thunder season, qualifying third behind two of the major players in the category, Gary Phillips and Steve Reed. Jake drove around the highly rated Victorian Robert Ambruosi before being narrowly defeated by Reed. Jake cut his teeth driving in the Aeroflow Outlaw Nitro Funny Cars series, and at the age of 24 has a great future ahead of him. Graeme Frawley and Luke Marsden, two of the best brains in the category, are part of his crew.

A bit of an update on the third-generation members of Team Bray. Ben's kids Zachary and Dakota are racing in Junior Dragster and loving it. So far, they've only raced at their home track, Willowbank, but are keen to spread their wings. It's great to see the enjoyment they get out of racing. Ben is terrific and doesn't put pressure on them to win; in fact, that's not a consideration. I think it's fantastic to see kids and families sharing the fun, enjoyment, and yes, the disappointments that are part of drag racing. Being involved in Junior Dragster teaches the kids that

“IT LOOKS LIKE RICHIE CRAMPTON HAS LOST HIS DRIVE WITH KALITTA RACING, MEANING THAT FOR THE FIRST TIME SINCE 1996, AUSTRALIA PROBABLY WON'T HAVE A DRIVER IN NHRA TOP FUEL”



competing is what's important. Winning is something to strive for, but you can learn from both winning and losing. Something, as adults, we should keep in mind.

I talked about the radial scene in Australia a couple of months ago when Ben converted his Pro Slammer to run on radials and ran the first 200mph pass in the country. The category is booming, and cars are literally coming into the country every week. It looks like there will be a seven- or eight-round series getting off the ground this year, which is good news. Ben is also buying a car to run in the series. The deal hopefully will be finalised in the next week or so. More details next month.

For our readers in Western Australia, there could also be some good news heading your way. It's early days, but 2020 could see Team Bray and some other teams coming over to take on the local Pro Slammer racers in an east coast versus west coast meeting. It also looks like the Western Nationals meeting next month will see a couple of Top Fuel cars match-racing. The names being tossed about are Phil Lamattina and Peter Xiberras. The Motorplex is an ANDRA-aligned track, so here's a question to think about: will they race the traditional quarter-mile distance, or

the 1000 feet that's become the norm since the IHRA took over running Top Fuel in 2017? Whatever the decision, it will be a great event and something that Motorplex fans have been waiting a long time for.

Finally, I was sad to hear the news that Bill Simpson, who founded Simpson Racing Products, has passed away aged 79. If you've been a racer, chances are that at some time you've come into contact with a product from his company.

Back in the 50s, Simpson was one of the first to introduce parachutes into drag racing. His designs were initially based on converted military cargo 'chutes. However, his main legacy will be the role he played in developing fire-retardant driving suits. He got the idea after meeting American astronaut Pete Conrad, who told him about this miracle fire-retardant product called Nomex. Simpson then created his own line of driving suits, and the story is that he would set himself on fire to show how effective they were. After he sold his company about 20 years ago, he established Impact Racing, which also became involved in producing safety equipment for motorsport.

RIP Bill, and condolences to his family and friends. 🪦



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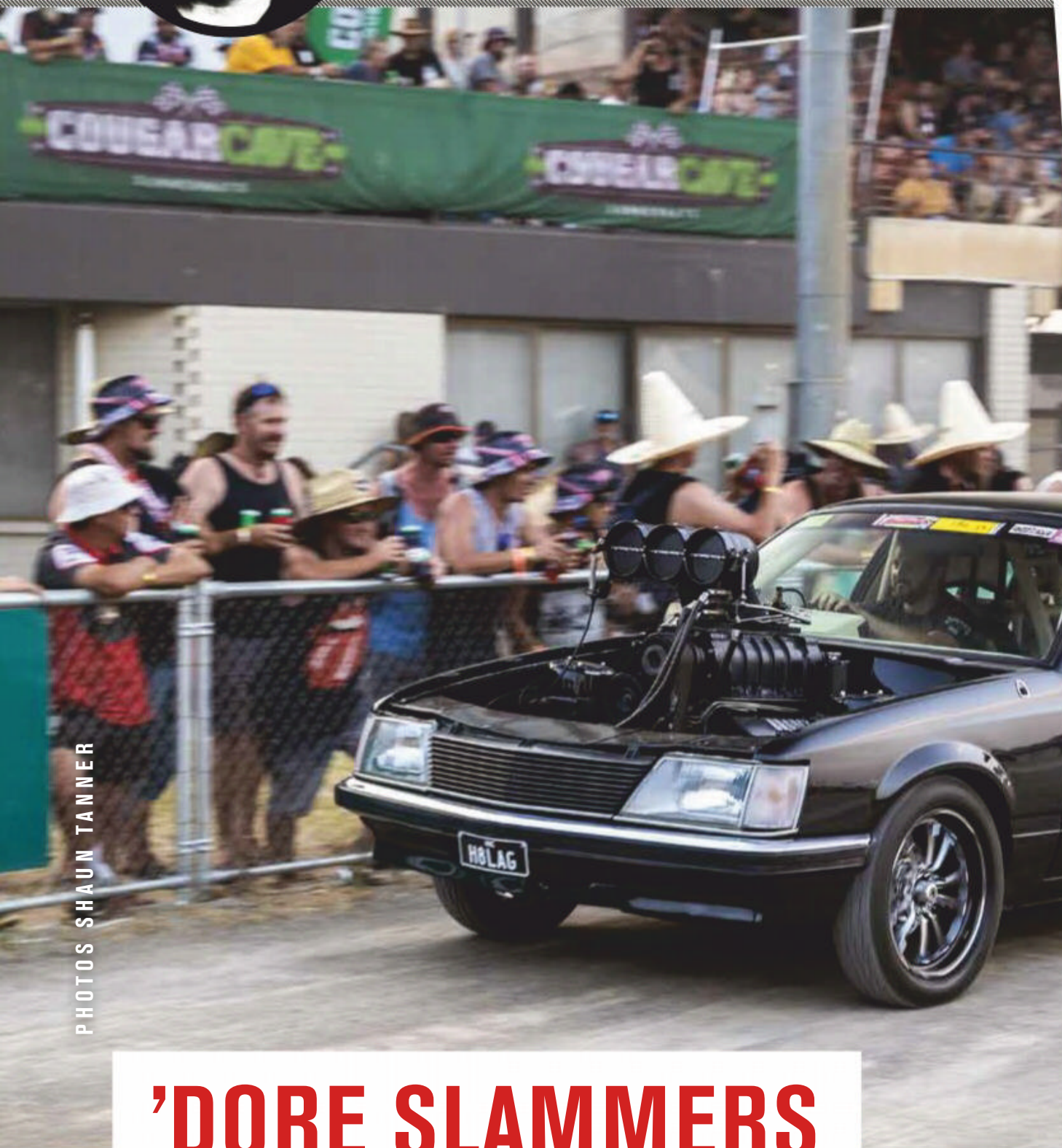
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'DORE SLAMMERS

> THIS PAIR OF EARLY-GIRL COMMODORES CLEANED UP IN TUFF STREET AT SUMMERNATS 33

NOTHING warms the cockles of my heart like hearing that a tough car was built in a six-by-nine backyard shed by a bunch of mates. In this case I'm talking about a pair of stunning VH Commodores that cleaned up in Tuff Street at Summernats 33, both of which were home-built by a bunch of mates from Victoria.

The build of Kallan Mossenton's H8LAG VH has spanned an incredible 16 years, inspired by Kallan seeing his first blown and injected car at Summernats. It left him determined to come back one day with something bigger and badder.

He certainly nailed it with his blown and injected small-block Chev-powered Commodore; it makes a monumental 1600hp and is aimed squarely at the seven-second zone over the quarter-mile.

The build started with a grandpa-spec VH that'd had a rear-end hit. Kallan replaced the

rear quarters and fitted a nitrous 308 that made about 600hp. This evolved into an 8/71-blown 308 combination that eventually tore the main caps out of the bottom end, despite a main stud girdle, Cleveland studs and a bunch of other upgrades.

KALLAN MOSENTON'S BLOWN AND INJECTED SMALL-BLOCK CHEV-POWERED COMMODORE MAKES A MONUMENTAL 1600HP

Nine blocks later, he moved on to his current combination, a Little M Chevy block weighing in at 388ci with a Manley rotating assembly, RaceTec custom pistons, conventional Brodix heads and a camshaft and tune-up supplied by Robert Ambrose.

Kallan works as an engine builder at Frankston Engine Centre in Victoria, and his boss, Dave

Butcher, gave him free rein of all the machines and everything he needed to build his motor, which he is currently buzzing to 8500rpm and an estimated 1600hp.

"I've always been a blower guy," says Kallan. "I couldn't drive anything else."

The top end on his small-block has all the goods with a high-helix, retro 10/71 supercharger, set up at 30 per cent overdrive and pumping 36psi of boost. It's topped with an Enderle Big & Ugly injector hat, nitro K-style barrel valve and a 110 belt-driven fuel pump. There is a 17-litre fuel tank built into the nose of the car, and for events like Summernats, Kallan

> ARBY CHAT

\$15K KENDA PAYOUT

THERE'S \$15,000 cash up for grabs at the Friday-night Kenda Tires 660 Kombat event at Sydney Dragway, taking place on 28 February from 6pm. There'll be three classes: Outlaw Radial, Outlaw 275 and Outlaw 235, with a \$5000 winner-takes-all prize in each class from eight-car fields.

The North vs South Kenda Tires 660 Drag Racing Series goes down at Sydney Dragway the following day.

DICK JOHNSON REPLICA

AUTOTECH and SumoFab in Hume, ACT, are in the final stages of a super-cool Dick Johnson wide-body replica Falcon build.

It's been a no-expense-spared build to date, with a 393ci AFR-headed Windsor, quad-Weber manifold and EFI Hardware throttlebodies. The 620hp engine is controlled by an Autronic ECU and backed by a bulletproof T56 Magnum transmission with an MPC clutch.

The 100-litre rear tank is a work of art, with the entire frame and end tanks CNC-machined by SumoFab out of billet alloy.

It will be a stunning street car when completed.

BLOWN 2J SCREAMER

IT'S NOT every day you see a Toyota 2JZ in these pages, but you'd have to be living under a rock to not know how impressive they are. They usually have a big lung hanging off the side, and even in stock trim they pack a punch.

Spotted recently at Westend Performance – and then at Summernats 33 – was the 6/71-supercharged 2JZ of Joshua Armstrong, with a complete alcohol and mechanical injection conversion. It's a wild set-up, and was housed in a Toyota 86 burnout car at the 'Nats!

The engine is just a wrecking-yard deal – bone stock – but with 23psi of boost and a Haltech plug-in coil conversion, it made 450rwhp on the Westend chassis dyno. Pretty darn cool!



FAST CHAMPION

KING of the black belts, Stevie 'Fast' Jackson, has just won the 2019 NHRA Pro Mod drag racing series. Jackson has turned on the talent in the past few years behind the wheel of his 'Bahrain1' Chevy Camaro.

In 2018 he won the US Nationals and finished fourth in drivers' points after recovering from a shocking crash early in the season. For the 2019 season, his championship lead was so big that when he arrived at the US Nationals he all but had it in the bag.

"Having the experience of failing the first two seasons is what made me capable of winning," Stevie said.



ABOVE: The none-more-black Big & Ugly hat and monstrous 10/71 blower are fairly large hints as to this Commodore's prodigious power capabilities

BELOW: Winners are grinners! Kallan celebrates his Best Comp Tuff win in Tuff Street at Summernats 33



has an additional 30-litre cell in the rear.

Kallan and his mates built the four-link rear end with a fabricated nine-inch, Strange nodular centre and double-adjustable coil-over shocks. The 28x11.5in slicks are squeezed inside a set of mini-tubs, and twin 'chutes hanging off the rear are indicative of how quick Kallan wants this car to go.

At the moment the car is running a serious TH350, but Kallan will be replacing this

I reckon the car is tough as nails, and the Summernats judges agreed, awarding it Best Comp Tuff in Tuff Street.

"I'm so happy with it; it's my dream car, built exactly as I wanted it to be. We even cut the engine bay and reworked it to be totally symmetrical."

Kallan's buddy James Kemp joined him at Summernats 33 with his own stunning VH, which has just had a major birthday. Packing

with H-beam rods and flat-top pistons, Pavtek main stud girdle, cast VN heads and a Camtech solid-roller cam with Crane tie-bar lifters.

"I went with a reverse-rotation Vortech V2 supercharger, as it looked neater," James says. "This meant that we had to make custom brackets and pulleys, and at the moment that blower is maxed out at 10psi of boost. We ran the car at Heathcote and it went 10.6, and on the rollers it cranked out 370rwkW [496hp], so I'm pretty happy all 'round."

A Haltech ECU controls all engine functions and feeds 1100cc injectors in a high-rise Torque Power manifold, with twin Bosch 044 pumps drawing E85 from a rear-mounted fuel cell. The stock coil was ditched for an ICE unit with a 16V booster upgrade.

The motor runs Cometic gaskets and ARP studs throughout, and is backed by a TH350 trans and beefed-up BorgWarner rear end.

"I'm really happy with how the car has turned out," James says. "I'm going to try some different suspension to help track times, and I have a new motor with a four-bolt bottom end that I will change into the car in the near future. I'm currently out of supercharger, so I'd like to upgrade the impeller in the blower to squeeze a bit more out of it." 

“THE NEW BUILD HAS A MORE SERIOUS ENGINE, AS I WANTED TO MAKE 470RWHP AND BE ABLE TO RUN A 10-SECOND PASS”

with a Powerglide with Coan internals in the immediate future.

"One of the biggest challenges has been building the entire car at home, and I couldn't have done it without my mates Rick Webb, Owen Housden, James Kemp, and Adam and Dave Butcher," Kallan says. "The other major challenge has been trying to do it with a house full of kids."

a Vortech-equipped, injected Holden 304, the car won gongs for Engineering Excellence – Street Tuff and Best Street Tuff in Tuff Street.

"I've had the car since I was 17 years old – so 15 years now – and I've built it twice," says James. "The new build has a more serious engine, as I wanted to make 350rwkW [470hp] and be able to run a 10-second pass."

The current engine is a stock-stroke 304





ABOVE: James Kemp was stoked to pick up two awards in Tuff Street at Summernats 33: Engineering Excellence – Street Tuff and Best Street Tuff. TIDYVH indeed!

LEFT: The Vortech-blown Holden 304 has seen James's VH pump out nigh-on 500hp at the wheels – and it's run a 10.6sec quarter to boot!

> CALENDAR

PERTH MOTORPLEX

01 FEB Jet Dragsters
15 FEB Super Sportsman Showdown & WA Drag Racing Championships
motorplex.com.au

SUNSET STRIP MILDURA

22 FEB Race Your Mates
sunsetstrip.org.au

SOUTH COAST RACEWAY

08 FEB Wild Bunch Wars
southcoastraceway.com.au

LAKESIDE

02 FEB Off-Street Drags
qldraceways.com.au

WILLOWBANK

01 FEB Racer Test Day
07 FEB Diesel Assault 2020
08 FEB Qld Championships
14 FEB Friday Night Lights
21 FEB Test & Tune
22 FEB Nostalgia Drags
willowbankraceway.com.au
Phone (07) 5461 5461

SYDNEY DRAGWAY

05 FEB Race 4 Real
06 FEB Bike Night
08 FEB Test & Tune
12 FEB Race 4 Real
15 FEB NSW Championships
19 FEB Race 4 Real
21 FEB Smoke 'n' Skids
23 FEB Sunday Street Meet
sydneydragway.com.au
Phone (02) 9421 0700



IN GEAR

01 HEADS UP

IF YOU'RE looking to bolster flow on your performance bent-eight, check out the range of Flotek heads newly on offer from Summit Racing. Flotek has a variety of heads to suit both small- and fat-block Chev motors, as well as small-block Fords. SBC heads run from 180cc to 220cc capacity, with big-block options running all the way to a huge 390cc. Ford Windsor heads max out at 205cc. They're packed with phosphorous bronze valve guides and high-nickel valve seats, with ends milled and drilled for accessories. Valves, springs, locks and retainers are included with your purchase of all assembled heads, and big-block Chev heads also include rocker arm studs and guide plates. You can find out more at summitracing.com.

02 WE HAVE IGNITION

OUR mates at Aeroflow have everything you need for an indestructible V8 ignition system – all without an external box! Xpro distributors are machined out of 6061-T6 billet aluminium, and use a chromium manganese titanium gear suitable for use with any camshaft. There's also a clever internal ignition module with an adjustable rev-limiter. You only need to connect three wires, plus another for your rev-limiter or aftermarket EFI set-up. Aeroflow can also hook you up with Xpro ignition lead kits, coils and mounts. To learn more, head to aeroflowperformance.com or call Rocket on (02) 88251900.

03 WHAT A CATCH

CATCH cans are a beaut way of not only keeping oil and other mess out of your clean engine, but also keeping an eye on the health of you donk. Mishimoto has released a new crop of cans for just such a task, with a choice of ports and sizes to suit just about any need. This one here is the XL three-port deal: a billet aluminium baffled catch can that's got a 220ml capacity for longer service intervals. It also has the ability to separate oil from your PCV/CCV system, and it's properly sealed in with Viton O-rings and finished in unassuming black for a stealthy look. Find out more at mishimoto.com.au.

04 RUST NEVER SLEEPS

AN EVER-present gremlin in the automotive world, the dreaded tinworm has spelt doom for countless cars. Rust-Oleum's Prepare, Repair, Finish and Protect ranges are a start-to-finish solution for rust repair. The Prepare line includes degreaser, paint stripper, prep wash and rust converter. The Repair line features a handy all-in-one primer and putty, a lightweight polyester body filler, primer surfacer and epoxy etch primer. Finish off your job with Rust-Oleum Motospray acrylic lacquer, sound deadener and Super Glow thinner. There's also a classic deodorised fish oil spray to ensure your repairs last. All are available in multiple sizes, saving trips back to the shops. Learn more about the range at rustoleum.com.au.

05 EASY RIDER

SUSPENSION technology has come a long way since Holden's glory days half a century ago. Now, Castlemaine Rod Shop is offering up a full coil-over conversion kit to fit HD-HG Holdens – or any car running an HD-HR front end. With Viking dampers providing virtually endless adjustability (361 possible combinations according to the Rod Shop boffins), the kit is perfectly suited to street, strip or race duties. It'll also give you the option of lowering your machine by up to an inch. For the simple job of knocking out and redrilling your existing shock mounting tabs, your classic Holden will be forever grateful. To check out the kit, head to rodshop.com.au.

06 TRIM, TAUT & TERRIFIC

RARE Spares has spent decades keeping classic Aussie cars in tip-top condition with new-production parts. Now, as 80s Holdens feel the pains of time under the brutal southern sun, Rare Spares has come up with a selection of fresh, unburnt trim to suit VK and VL Commodores. Faithfully reproduced from original examples, left and right door belts and mouldings are now available, along with rear quarter-panel belts. Rare Spares gear is available to order via the company's broad distributor network, or by visiting rarespares.net.au.

07 BRIGHT & SHINY

WITH the ease of quickly interchangeable batteries and an extensive range, Ryobi's ONE+ tools are favourites among our *Carnage* team. Though Scotty's cars rarely get much external TLC, the 18V ONE+ buffer/polisher is a handy accessory. The cordless 10-inch machine offers up to 1.5 hours of runtime on a single 5.0Ah battery, with a random orbital action to stop the formation of swirl marks in your expensive duco. Two reusable bonnets are included with the buffer, so you're ready to go straight out of the box. See it in action and find a retailer at ryobi.com.au.



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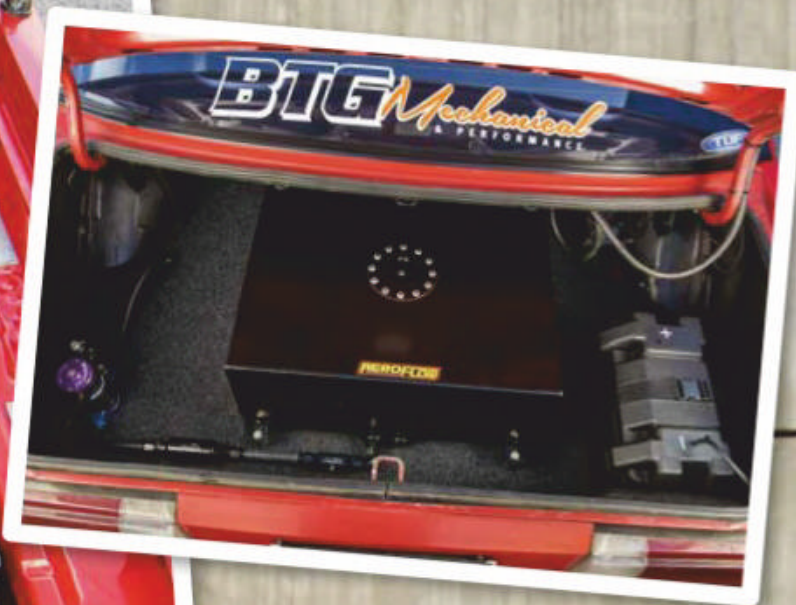


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READERS' ROCKETS

SEND photos of your car and a few details of what went into the build to Readers' Rockets, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166 or email readerscars@bauer-media.com.au. Please note: Send us copies of prints as we are unable to return your photos.



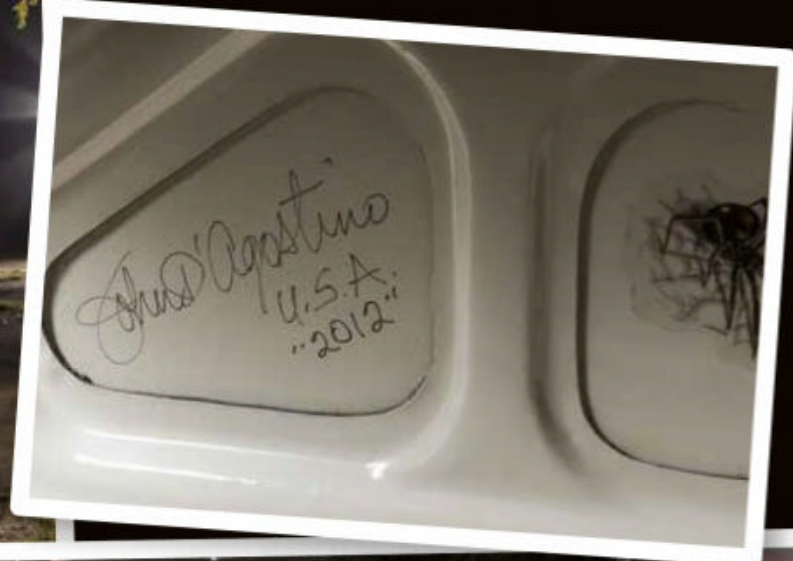


JAY SMITH 1981 FORD XD FALCON

"I'M A Ford man through and through and have always loved XDs. I had an XD as my first car and have had seven of them since then. I bought this one six years ago; originally it had a six-cylinder in it, but it now has a 460ci big-block with ported aluminium heads, a Lunati flat-tappet cam, Victor manifold and a 950 Quick Fuel carby, putting out over 1000Nm of torque. The motor was built by Brook Gunning at BTG Mechanical & Performance in Albany; he does a brilliant job and has built my previous engines. The gearbox is a manualised

Powerglide with a 3500rpm stall, but we're now changing that to a 4500rpm stall, built by Dean at Fremantle Torque Converters. The rear end is a 31-spline nine-inch with a Truetrac centre, billet axles and 4.11:1 gears, with Calvert Racing split mono-leaf springs and CalTracs. It ran 11s at the Motorplex with the old gearing and suspension set-up, so I'm keen to do another run with this current set-up and the bigger stall. We're looking forward to racing the ol' girl in Cash Days at Racewars in Albany in March." Photos: Jordan Leist





STEPHEN BARKS 1957 CHEVROLET

"I BOUGHT the car seven years ago when I saw it come up for sale in the USA. I had a love of the NASCAR 'Black Widow' race cars for some time, and this was a pretty good tribute car. It had previously had a full body-off resto, and was built to factory specs except for the running gear, which was built to NASCAR specs. The car is running a 370hp 327ci small-block Chev with a forged crank, 30/30 Duntov cam and solid lifters. It also has a close-ratio Corvette three-on-the-tree and a limited-slip rear end with 4.11 gears. I have replaced the factory front bar with a one-piece smoothie bar and had magnetic decals made up to display the car as it would have looked as a NASCAR. Eventually I would like to do airbrushed ghost decals." Photos: Ben Hosking



NENO MIHOV 1986 HOLDEN VL CALAIS

"MY PLAN for this VL was to build a nice and clean cruiser while maintaining enough performance to be competitive at events like roll racing, Powercruise and at the drags. The car started off as a basic rolling shell, and everything but the paint was done by my friend in his driveway over the course of three years. I didn't really start with a clear picture of what the end product would be, so there were minor setbacks from changes of mind as we went along. What we ended up with was an RB26/30 with Carrillo rods, forged Nitto pistons, a custom head and 282 Camtech cams. The motor was then paired with a Garrett GTX42 and fitted to a two-speed Powerglide transmission. The car made 720hp at 30psi; the plan is to push 40psi once I install a nine-inch diff. One of my favourite things about the Calais is the engine bay; it is extremely clean with all the wiring tucked away. I still have plans to mini-tub, 'cage and tech the car. I am truly grateful for having such great friends who helped me with the build, including Ryan Acworth, 12 Volt Performance, Next Up Performance and my amazing wife Megan who put up with me during the build." Photos: Matthew James Imagery



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> GAG OF THE MONTH

TEQUILA SLAMMER

A MAN sits at a bar in a skyscraper restaurant high above the city. He slams a shot of tequila, goes over to the window and jumps out.

The man who was sitting next to him can't believe what he just saw. He's more surprised when, 10 minutes later, the same man walks back into the bar and sits down next to him.

The astonished onlooker asks: "How did you do that? I just saw you jump out the window, and we're hundreds of metres above the ground!"

The jumper responds by slurring: "Well, I don't get it either. I slam a shot of tequila, and when I jump out the window, somehow the tequila makes me slow down right before I hit the ground. Watch." He takes another shot, goes to the window and jumps out.

The other man runs to the window and watches as the man falls to just above the footpath, slows down and lands softly on his feet. A few minutes later, the jumper walks back into the bar.

The other man has to try it, too, so he orders a shot of tequila. He slams it and jumps out the window. But as he reaches the bottom, he doesn't slow down at all. **SPLAT!**

The first man orders another shot of tequila. The bartender shakes his head and says: "You know, you're a real arsehole when you're drunk, Superman."

E Rowick, email

JOURNEY PLANNER

I RODE to the bottlo yesterday on my bicycle, bought a bottle of whisky and put it in the bike basket. But as I was about to leave, I thought to myself that if I fell off the bike, the bottle would probably break. So I decided it would be much better if I drank all the whisky before I cycled home.

It turned out to be a very good decision – I fell off seven times on the way home!

Bykiz Wobblie, email

FINE DINING

A LADY goes to the doctor and complains that her husband is losing interest in sex. The doctor gives her a pill. "Slip it in your husband's mashed potatoes at dinner," he advises. "But remember, this medication is still experimental. We don't know exactly what the effects will be."

About a week later, the lady returns to the doctor. "Doc, the pill worked great!" she



> FUNNY FOTO

Swashbuckling, next left.

enthuses. "I put it in the potatoes like you said. Five minutes hadn't even gone by when he jumped up, raked all the food and dishes onto the floor, grabbed me, ripped my clothes off and ravaged me right there on the table!"

"Hmmm, I'm sorry; we didn't realise the pill was that strong," the doctor says. "Our clinic will be glad to pay for any damages."

"Nah, that's okay," the lady replies. "We're not allowed back in that restaurant anyway."

Ann Fordezert, email

BLOOMIN' HELL

A MAN went to the local market to buy flowers for his wife. Another man was already standing there looking at flowers and contemplating the prices and varieties.

The first man could tell that the man who was there already was feeling uncomfortable standing in front of flowers, so he attempted to make small talk. "Would you believe how much money they want us to spend on something that's going to die anyway?" he asked.

The second man replied: "Yeah, and we still have to buy them flowers!"

Rose Pettles, email

PLEASE EGGSPLAIN

ONE day, a housewife was cleaning under the bed, when she found a small box. Curious, she opened it and found three eggs and \$10,000. A bit suspicious, she confronted her husband of 50 years about it.

"Oh, that," her husband replied. "Every time I cheated on you, I put an egg in this box."

The woman wasn't all that happy about this, but figured that three affairs over 50 years wasn't so bad.

"But what about the \$10,000?" she asked.

The husband replied: "Well, every time I got a dozen eggs, I sold them."

Manny Lee Aizons, email

ANGER MANAGEMENT

A YOUNG girl who was writing a paper for school came to her father and asked: "Dad, what is the difference between anger and exasperation?"

The father replied: "It is mostly a matter of degree. Let me show you what I mean."

With that, the father went to the telephone and dialled a number at random. A man answered and the father asked: "Hello, is Bartholomew there?"

"There is no one living here named Bartholomew," the man on the other end said tetchily. "You've got the wrong number."

The father put down the phone and said to his daughter: "That man was not very happy with our call. He was probably very busy with something and we annoyed him. Now watch."

The father dialled the number again. "Hello, is Bartholomew there?" he asked.

"Now look here!" came the heated reply. "You just called this number and I told you that there is no Bartholomew here! Stop calling!" The receiver was slammed down hard.

The father turned to his daughter and said: "You see, that was anger. Now I'll show you what exasperation means."

He dialled the same number again, and an obviously irate voice roared: "Hello!"

The father calmly said: "Hello, this is Bartholomew. Have there been any calls for me?"

X Asperait, email

> THOUGHT OF THE MONTH

If a book about failures doesn't sell, is it a success?

– Jerry Seinfeld

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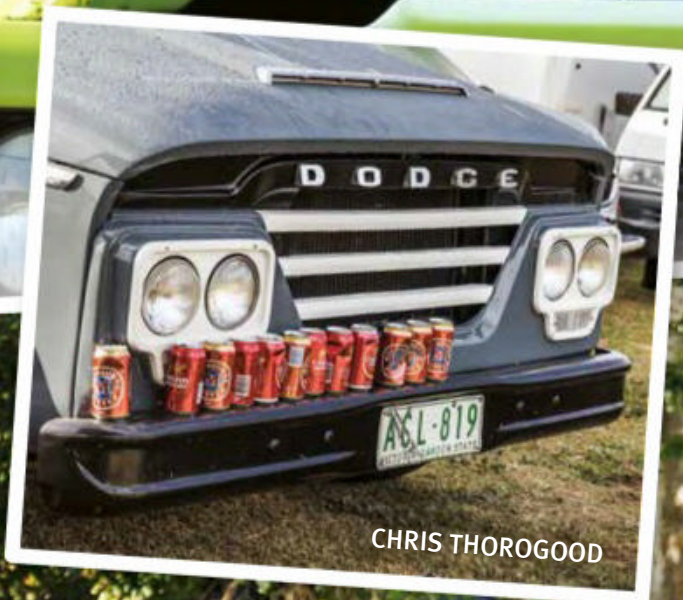
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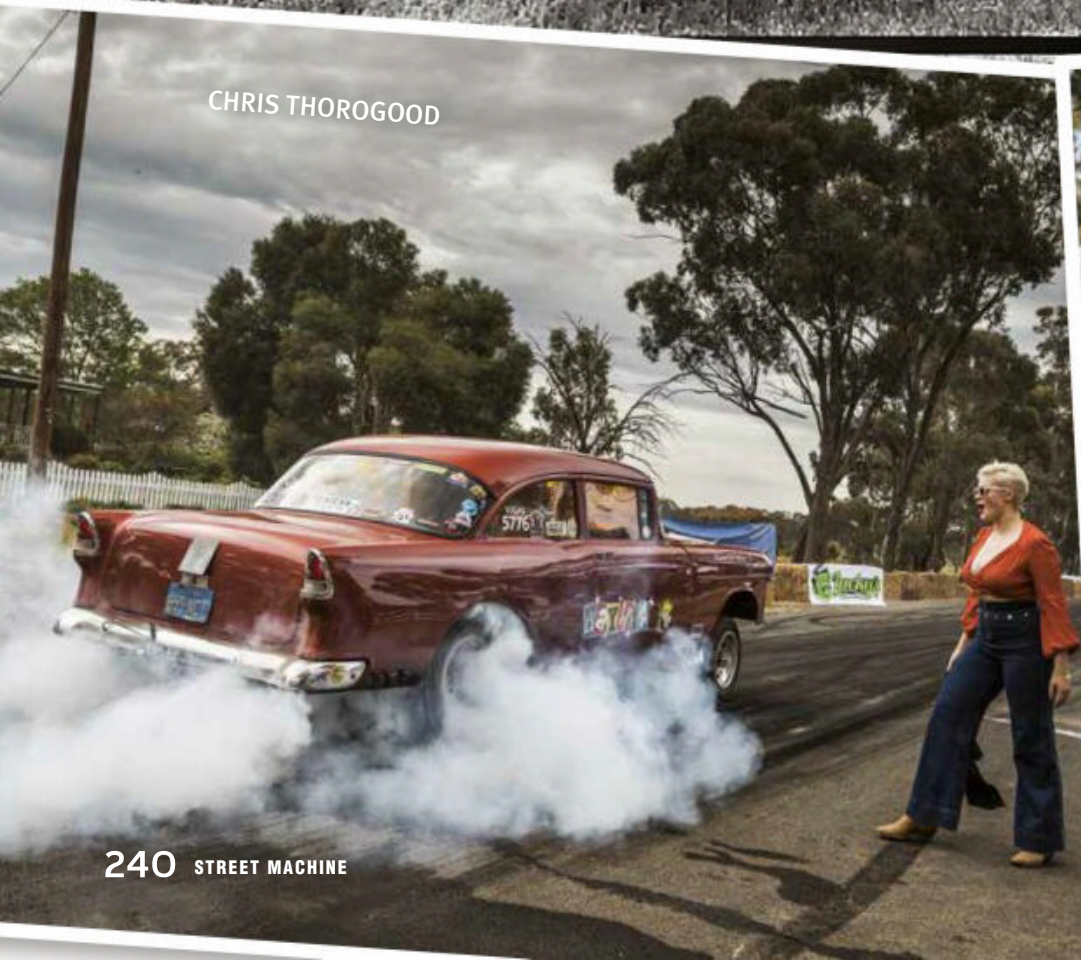
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MILL OF THE MONTH

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STEALTH JETS
CAPABLE of swallowing 950cfm each, the Terminator Stealth EFI throttlebodies run a 4150-style bolt pattern to replace most standard four-barrel Holley carburetors. The hidden injectors are rated at 80lb/hr at 43psi, so they can flow bulk horsepower, and the whole deal still looks like two traditional carbs.

355CI HOLDEN V8

> WESTEND PERFORMANCE, CAMPBELLTOWN, NSW

WE ALL know someone who has been crushed by scope-creep during a project. What starts off as a ring-and-bearing job ends up with a stroker crank, aftermarket heads and plenty more. Such is the story behind Adam Bowling's stout plastic motor.

Built by Sam Fenech at Westend Performance, the Holden V8 was never meant to go this far. "Adam came in to us wanting a pretty basic 500hp, single four barrel-fed 355ci stroker for his LJ Torana," explains Sam. "By the time we'd finished, it ended up as the combo we have here. If I was going to do it all over again from the start I'd probably push the compression up to 13:1. It is only 11-11.5:1 at the moment, so I'd consider it a little bit soft in that regard."

Soft or not, you can't argue that 670hp at 7200rpm and 500lb-ft on pump fuel isn't going to make a featherweight LJ Torry fly like

an absolute rocket. Adam's build starts with a VT 304ci block, which came from Holden machined ready to clear a 355ci stroker crank and equipped with a modern roller cam.

"It has all the work needed to make Holden V8s live, like four-bolt main caps and a -12 external oil pick-up running into a modified JP-style oil pump," says Sam, who added a COME nodular crankshaft, Callies conrods and CP pistons to provide a rock-solid bottom end. He also bored the bushed lifter bosses out from the stock 0.842in to 0.874in to accept Ford Windsor-style lifters, which act on a Crane mechanical roller cam.

A pair of Higgins CNC alloy heads were added to handle rpm that a factory plastic V8 could only dream of. "The new Higgins heads are killer," Sam says. "We topped them off with a pair of Shaun's Custom Alloy billet rocker covers. This isn't a cheap combo, with parts like T&D rockers, but it

needs to hang together."

The crowning glory on top of the stroker iron lion is one of Shaun's Custom Alloy's billet-runner tunnel rams. The two four-barrels perched on top of the high-and-mighty intake might at first look like a pair of carbies, but they are actually Holley Terminator Stealth EFI throttlebodies hiding digital squirters.

The fuel-injected combo is controlled by a Holley HP ECU package, running a modified VT 5.0L-style distributor to use a hall-effect sensor as a cam sync, which relays engine position to the ECU.

The gases are ejected through 1¾in Pacemaker tri-Y headers, which Sam says are ample on a 355 combo. "I've done plenty of testing with four-into-one and tri-Y headers, and you have to remember it is only a 355-cube motor, so it doesn't have the gas volume of a 434ci Chev or something like that," he says. 



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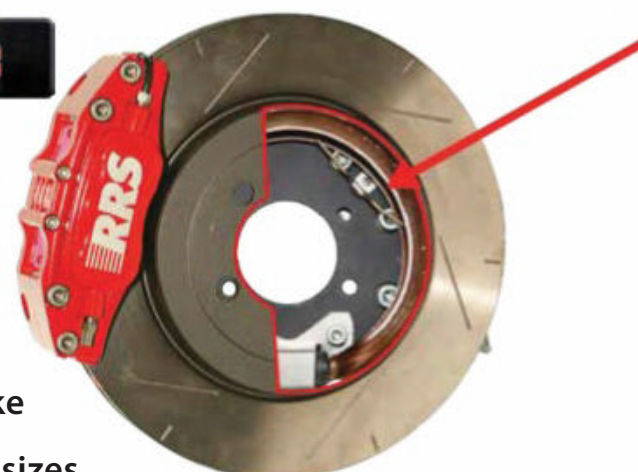
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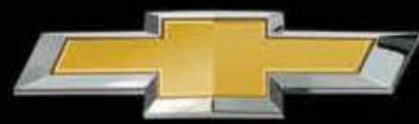
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